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GENERAL PLAN

Adopted: February 11, 1985

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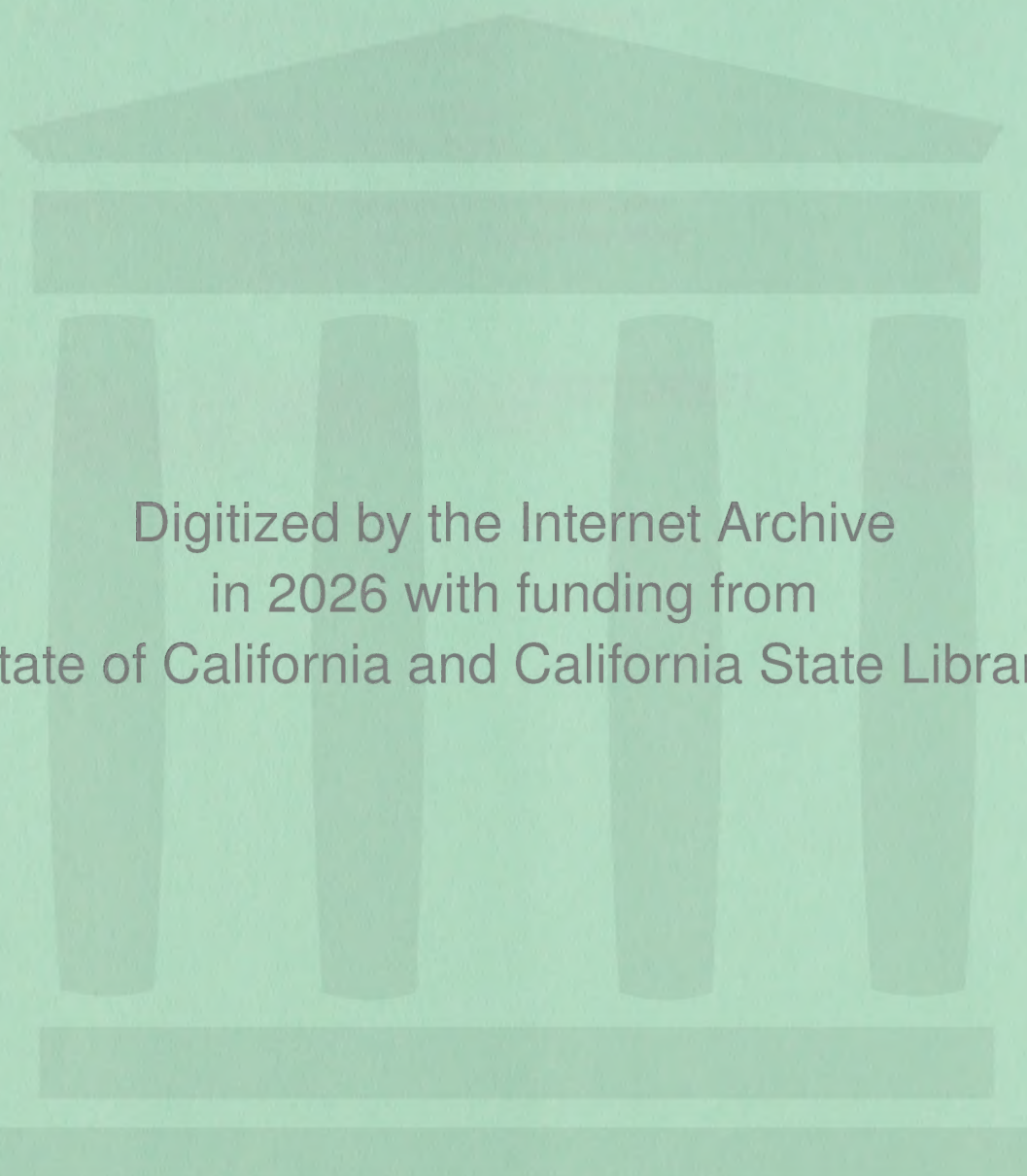
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VOLUME 2: TECHNICAL SUPPLEMENT/DRAFT ENVIRONMENTAL IMPACT REPORT: FEBRUARY 1984

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1. B A C K G R O U N D

1.1 INTRODUCTION

The Dublin General Plan consists of the text and plan maps in Volume 1: City of Dublin General Plan: Plan Policies and Volume 2: Technical Supplement. The reader who wants to determine consistency of a proposed project with the General Plan should begin by consulting Volume 1. Volume 2 contains background information on the issues that resulted in the plan policies. Volume 2 is also the Draft Environmental Impact Report for the General Plan and is a part of the certified EIR for the General Plan.

The City of Dublin General Plan Housing Element was updated June 1990, and is contained in a separate document.

Policies for the Extended Planning Area are being formulated through general plan amendment and specific plan studies currently underway for the Western and Eastern Extended Planning Areas. These documents are expected to be completed in 1992. As of July 1992, a General Plan Amendment and Specific Plan were adopted for the Western Extended Planning Area and are available from the City Planning Department.

The text and plan maps adopted by the City Council in this General Plan constitute a guide for the day to day physical development decisions that shape the social, economic, and environmental character of the city and its extended planning area. State Law requires Dublin to adopt a General Plan within 30 months from the time it commenced operation as a city on February 1, 1982. The law (Government Code 65300) directs each jurisdiction to include "any land outside its boundaries which in the planning agency's judgment bears relation to its planning." Consequently, the Dublin Planning Area, including the Extended Planning Area, covers 24.9 square miles, 9 square miles of which are currently in the city.

1.2 DEVELOPMENT HISTORY OF DUBLIN

Most of the land in Dublin and San Ramon was granted in 1835 to Jose Maria Amador, one of the area's earliest settlers. In the 1850's, Amador sold portions of his 16,100-acre holding to James Dougherty, Michael Murray, and Jeremiah Fallon, forming a hamlet that grew slowly during most of the next century.

During World War II, the Navy built Camp Parks Military Reservation to house 10,000 servicemen. The Tri-Valley had few tract homes or commuters until 1960 when the Volk-McLain Company began work on San Ramon Village building several thousand moderately-priced homes advertised as "city close; country quiet." Urban services were provided by annexation of San Ramon Village to what is now the Dublin San Ramon Services District (DSRSD). By 1970, four-fifths of Dublin's present homes were complete.

In 1967, an effort to incorporate Dublin was denied by the Alameda County Local Agency Formation Commission (LAFCO) as contrary to County policy supporting only one city in the west valley. A subsequent referendum on annexation of Dublin to Pleasanton failed in Dublin. Before the 1981 incorporation election was held, consideration was given to detaching Dublin from DSRSD and making it a "full-service" city, but keeping the existing arrangement was simpler and the "full-service" choice did not appear on the ballot. In November 1981, 75 percent of the votes cast were for incorporation.

1.3 NATURE OF THE GENERAL PLAN

The General Plan provides a policy framework for development decisions. It has three functions:

1. To enable the City Planning Commission and City Council to reach agreement on long-range development policies.
2. To provide a basis for judging whether specific private development proposals and public projects are in harmony with the policies.
3. To allow other public agencies and private developers to design projects that are consistent with City policies or to seek changes in those policies through the General Plan amendment process.

The plan must be:

Long-range: However imperfect our vision of the future is, almost any development decision has effects lasting more than 20 years. In order to create a useful context for development decisions, the plan must look at least 20 years ahead.

Comprehensive: It must coordinate all major components of the community's physical development. The relationship between land use intensity and traffic is the most obvious.

General: Because it is long-range and comprehensive, the plan must be general. Neither time nor knowledge exist to make it detailed or specific. The plan's purpose is to serve as a framework for detailed public and private development proposals.

The General Plan may be amended as often as four times each year (Government Code, Section 65358) and should be revised at least every five years.

1.4 PRIMARY PLANNING AREA AND EXTENDED PLANNING AREA

The General Plan includes site-specific policies for the area within the 1982 City boundaries and for the developable land immediately to the west (the primary planning area).

As mentioned in the Introduction, policies for the Extended Planning Area are being formulated through general plan amendment and specific plan studies currently underway for the Western and Eastern Extended Planning Areas. These documents are expected to be completed in 1992. As of July 1992, a General Plan Amendment and Specific Plan were adopted for the Western Extended Planning Area and are available from the City Planning Department.

1.5 PUBLIC PARTICIPATION

Since work on the General Plan began in March 1983, the Planning Commission and City Council held three separate meetings and one joint meeting to consider the plan. A Community Workshop held in July 1983 attracted about 25 participants in addition to most members of the Commission and Council. General Plan discussions were thorough, usually lasting more than four hours, but the number of public participants was small - probably because most residents in a nearly built-out community do not expect the plan to have major effects on their lives or property. During the same period, hearings on several controversial medium or medium-high density residential projects drew large audiences.

1.6 REPORT ORGANIZATION

State Planning Law calls for seven mandated General Plan elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. State Law also allows cities to adopt other General Plan elements or subjects which the City believes relate to the physical development of the City.

A problem in organizing a General Plan is covering the state's seven mandatory elements without confusion or duplication. For simplicity, the seven elements, as well as optional elements, are grouped in three General Plan sections:

Land Use and Circulation Section

Land Use; Parks and Open Space; Schools, Public Lands, and Utilities; and Circulation and Scenic Highways. The Schools, Public Lands, and Utilities Element is not mandatory.

Housing Section

Housing Element

Environmental Resources Management Section

Conservation, Seismic Safety and Safety, and Noise Elements

1.7 SUBREGIONAL DEVELOPMENT PROJECTIONS

Dublin's 1983 population, estimated at 13,700, represented about 8 percent of the 166,000 residents in the TRI-VALLEY area (San Ramon, Livermore, and Amador Valleys). About half of the employed residents of Dublin and the TRI-VALLEY commute to jobs outside the area. By the year 2005 or shortly after, planned business parks, several with large employers assured, are projected to add about 130,000 jobs to the 50,000 existing in the TRI-VALLEY in 1980. The Association of Bay Area Governments (ABAG) has projected construction of 40,000 additional housing units. Unless that number is substantially exceeded, there are likely to be more in-commuters than out-commuters.

Dublin's primary planning area will be built-out long before the business parks are full. Adding the extended planning area would bring job and population totals to about 15 percent of the TRI-VALLEY totals in 2005. Despite its small share of population, Dublin's site at the junction of the TRI-VALLEY two dominant transportation corridors will enable it to remain the "downtown" for the TRI-VALLEY.

1.8 GENERAL PLAN MAP

The General Plan Map for the Primary Planning Area proposes an arrangement of land uses and a circulation system to serve those uses at full development - expected to occur within 10 years. Because so little land remains uncommitted, boundaries between uses are exact. However, deviations in road alignments or open space configurations, and request for approval of churches or other semi-public facilities typically appropriate to the adjoining uses are not to be considered inconsistent with the General Plan. Both the map and the text should be consulted to determine consistency or inconsistency (see Figure 1).

1.8.1 Land Use Classification

The following descriptions are intended to aid interpretations of the General Plan map legends.

Density Measurements

Density measurements for General Plan purposes are based upon gross residential acreage and is calculated as follows:

Gross residential acreage (GRA) shall be determined by calculating the area of the site and by adding one-half of the area of abutting streets, provided that the street width used for calculation shall not be less than 25 feet or more than 50 feet. Public or private streets within the boundaries of the site, as well as streets abutting the site, are calculated within the gross acreage total.

Gross acreage, rather than net acreage, is used as a General Plan density measurement in order to account for situations in which larger multiple family and Planned Development residential projects include much vehicular circulation area that is not public right-of-way. In such cases, the project site area would be larger than on smaller, conventional sites that rely mainly on dedicated streets for access. If allowable densities were calculated on the site area or net acreage basis, the larger projects would have higher "effective" densities than the smaller sites.

Example: Ponderosa Village

General Plan designation = single-family residential (0.9 to 6.0 units per gross residential acre).
89 dwelling units (DU)
12.20 net acres (average lot size = 5,970 square feet)
3.13 street acres (20% of gross residential area)
15.33 gross residential acres (GRA)
Project density = 5.8 DU/GRA

Primary Planning Area

Residential (Note: Assumed residential household size is based on data contained in the 1990 Housing Element)

Residential: Low-Density Single-family (0.5 to 3.8 units per gross residential acre). Detached units with assumed household size of 3.2 persons per unit.

Residential: Single-family (0.9 to 6.0 units per gross residential acre; assumed household size of 3.2 persons per unit). Detached and zero lot line (no side yard) units are within this density range. Examples are recent subdivisions in Dublin's western foothills at about 2.0 units per acre and Ponderosa Village at 5.8 units per acre.

Residential: Medium Density (6.1 to 14.0 units per gross residential acre; assumed household size of 2.0 persons per unit). The range allows duplex, townhouse, and garden apartment development suitable for family living. Except where mixed dwelling types are designated, unit types and densities may be similar or varied. Where the plan requires mixed dwelling types, listed policies specific to the site govern the location and distribution of dwelling types. Recently reviewed projects in the medium density range include Parkway Terrace (7.8) and Amador Lakes west of the Dougherty Hills (13.5).

Residential: Medium-High Density (14.1 to 25.0 units per gross residential acre; assumed household size of 2.0 persons per unit). Projects at the upper end of this range normally will require some under-structure parking and will have three or more living levels in order to meet zoning ordinance open space requirements. Examples of medium-high density projects include The Springs (17.8) and Greenwood Apartments (19.8).

Commercial/Industrial

Retail/Office (FAR: .25 to .50; employee density: 200-450 square feet per employee). Shopping centers, stores, restaurants, business and professional offices, motels, service stations, and sale of auto parts are included in this classification. Residential use is excluded except in the Downtown Intensification Area described in Section 2.2.1.A.

Retail/Office and Automotive (FAR: .25 to .50; employee density: 220 to 490 square feet per employee). This classification includes all retail/office uses and adds auto dealerships, auto body shops, and similar uses. Residential uses are not permitted.

Business Park/Industrial (FAR: .30 to .40; employee density: 360-490 square feet per employee). Uses are non-retail businesses (research, limited manufacturing and distribution activities, and administrative offices) that do not involve heavy trucking or generate nuisances due to emissions, noise, or open uses. Residential uses are not permitted. Maximum attainable ratios of floor area to site area (FAR) are controlled by parking and landscaping requirements and typically result in .35 to .40 FAR's. Examples: Clark Avenue, Sierra Court.

Business Park/Industrial: Outdoor Storage (FAR: .25 to .40; employee density: 360-490 square feet per employee). In addition to the Business Park/Industrial uses described above, this classification includes retail and manufacturing activities conducted outdoors such as mobile home or construction materials storage. Example: Scarlett Court.

Public/Semi-Public (FAR: .50; employee density: 590 square feet per employee) Uses other than parks owned by a public agency that are of sufficient size to warrant differentiation from adjoining uses are labeled. Development of housing on a site designated on the General Plan as semi-public shall be considered consistent with the General Plan. Determination as to whether housing should be permitted on a specific semi-public site and the acceptable density and design will be through review of a Planned Unit Development proposal under the Zoning Ordinance. Examples: Public and private schools, churches, Civic Center.

Parks/Public Recreation. Publicly owned parks and recreation facilities.

Open Space. Included are areas dedicated as open space on subdivision maps, slopes greater than 30 percent, stream protection corridors, woodlands, and grazing lands.

Extended Planning Area (See Figure 1-2)

Residential and Open Space See General Plan Map and Sections 2.1.4, 3.1, 3.2, and 3.3.

Commercial/Industrial

Business Park/Industrial: Low Coverage (FAR: .25 to .40; employee density: 360-490 square feet per employee). This classification is intended to provide a campus-like setting with open plazas and landscaped pedestrian amenities for the uses described in the Business Park/Industrial classification for the Primary Planning Area and to allow retail uses to serve businesses and residents. See General Plan Map and Section 2.2.4.

Business Park/Industrial. Same as in Primary Planning Area.

Public Lands

Large holdings such as Parks RFTA, Santa Rita, and Tassajara Creek Regional Park.

TABLE 1.1

Community Facilities

PUBLIC/SEMI-PUBLIC FACILITIES

1. Valley Christian Center
2. John Knox Presbyterian Church
3. Nielsen Elementary School
4. St. Raymond's Catholic Church
5. St. Philip's Lutheran Church
6. Murray Elementary School
7. Dublin Elementary School
8. Lutheran Church of the Resurrection
9. BART Parking
10. Civic Center
11. Cronin Elementary School
12. Wells Middle School
13. Parkway Baptist Church
14. Fredericksen Elementary School
15. Dublin High School
16. Church of Jesus Christ of the Latter Day Saints

PARKS/RECREATION

17. Alamo Creek Park
18. Dougherty Hills Park
19. Stagecoach Park
20. Dublin Sports Grounds
21. Cronin Park
22. Dublin Community Swim Center
23. Kolb Park
24. Shannon Park and Community Center
25. Dolan Park
26. Mape Park
27. Heritage Park

LAND USE & CIRCULATION

Primary Planning Area

Residential

-  Low Density Single Family Residential (0.5 - 3.8 units per acre)
-  Single Family Residential (0.9 - 6.0 units per acre)
-  Medium Density Residential (6.1 - 14.0 units per acre)
-  Medium-High Density Residential (14.1 - 25.0 units per acre)

Commercial/Industrial

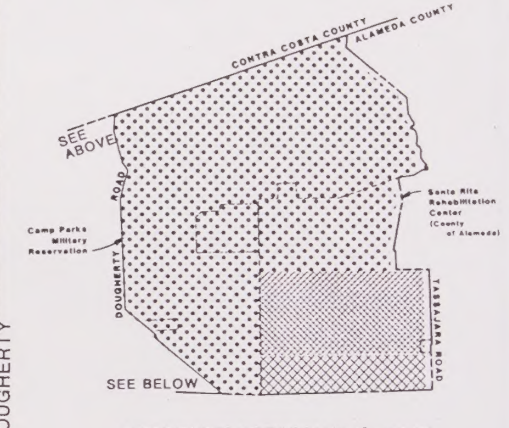
-  Retail/Office
-  Retail/Office & Automotive
-  Business Park/Industrial
-  Business Park/Industrial: Outdoor Storage
-  Business Park/Industrial: Low Coverage

Public/Semi-Public/Open

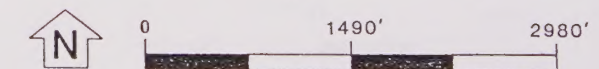
-  Public/Semi-Public Facility
-  Parks/Recreation
-  Open Space
-  Stream Corridor
-  Public Lands

Circulation

-  Arterial and Major Streets
-  Collector Street
-  Proposed Street
-  Freeway
-  Transportation Corridor
-  Bart (proposed)
-  Downtown Intensification Area
-  Dublin City Limit / Primary Planning Area Boundary



NOTE: See Table on opposite page for descriptions of numbered Public/Semi-Public Facilities and Parks/Recreation.

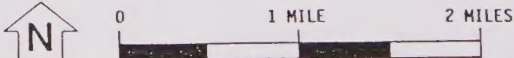


DUBLIN GENERAL PLAN
Revised February 1992

LAND USE

Extended Planning Area

-  Residential/Open Space
-  Business Park/Industrial: Low Coverage
-  Dublin City Limit/Primary Planning Area Boundary
-  Public Lands
-  Extended Planning Area Boundary



DUBLIN GENERAL PLAN
Revised February 1992

Land Use

2. LAND USE AND CIRCULATION : LAND USE ELEMENT

Government Code sec. 65302(a) identifies the required content for land use elements. A land use element must first designate the proposed distribution of specified uses and facilities. It must identify population density and building intensity standards for each land use district. It must identify areas subject to flooding and review those areas annually. Finally, it must create a timber production land use category where appropriate.

Each of these required features is included in Dublin's adopted General Plan, although not all are present in the land use element. Dublin's General Plan Maps for the Primary and Extended Planning Areas, Figures 1-1 and 1-2, summarize the proposed distribution of residential, commercial, industrial, and open space uses. The maps also show existing schools and other public buildings and grounds. Policies further defining the location and intensity of residential, commercial, and industrial uses appear in this land use element. Policies relating to open space and parks appear in the Parks and Open Space Element, sec. 3.0; while policies relating to schools, and solid and liquid waste disposal facilities appear in the Schools, Public Lands and Utilities Element, sec. 4.0. Background information supporting the adopted policies is located in the corresponding Land Use, Open Space, and Schools, Public Lands and Utilities sections of the Technical Supplement.

Population Density and building intensity standards are presented in sec. 1.8.1. of General Plan Volume 1. Areas subject to flooding and appropriate land use policies are presented in sec. 8.2 of the Seismic Safety and Safety Element. Dublin's General Plan contains no timber production land use category because no timberland as described in Government Code sec. 65302(a) occurs anywhere in the city's planning area.

Ninety-nine percent of the primary planning area has been developed since 1960 or has development approvals; therefore, the Land Use Element focuses on the remaining uncommitted sites and on the potential for more intensive use of existing sites. Land use changes in the extended planning area will be more dramatic, but urban development is likely to occur mainly after the mid-1990's.

The primary planning area is expected to be built-out within ten years, (1994) adding a potential 3,500 housing units, 8,400 residents, and 2,400 jobs to the 1983 totals. Except for downtown intensification, the General Plan does not envision highly visible changes in Dublin's primary planning area, but it does provide for more than a 60 percent gain in population. Housing unit and population projections for the primary planning area are presented in the tables on the following page.

2.1 RESIDENTIAL LAND USE

2.1.1 Housing Availability

Guiding Policy

- A. Encourage housing of varied types, sizes and prices to meet current and future needs of all Dublin residents. (Same as Housing Element Goal #1.)

Implementing Policy

- B. Designate sites available for residential development in the primary planning area for medium to medium-high density where site capability and access are suitable and where the higher density

would be compatible with existing residential development nearby. (See Table 2.2 and Figure 2-1.)

2.1.2 Neighborhood Diversity

Guiding Policy

- A. Avoid economic segregation by city sector.

Implementing Policies

- B. Allocate medium and medium-high residential densities to development sites in all sectors of the primary planning area. Require some of the units approved east of the Dougherty Hills to be single family detached.
- C. Require a mixture of dwelling types in large projects.

TABLE 2.1

**POTENTIAL
HOUSING UNITS AND POPULATION - PRIMARY PLANNING AREA
(AS OF MAY 1983)**

	<u>Total Units</u>	<u>Multifamily Units</u>	<u>Population</u> ¹
Existing, May 1983	4,428	386	13,700
Approved, as of November 1983	1,800	1,100	4,400
Potential Additional Development	1,700	1,200	4,000
TOTAL ²	7,900	2,700	22,100

¹ Assumes 3.2 persons per single-family unit; 2.0 persons per multifamily unit. (Based on data contained in the 1990 Housing Element).

² Totals rounded.

2.1.3 Residential Compatibility

Guiding Policy

- A. Avoid abrupt transitions between single-family development and higher density development on adjoining sites.

Implementing Policies

- B. Require all site plans to respect the privacy and scale of residential development nearby.
- C. Require a planned development zoning process for all development proposals over 6.0 units per gross residential acre.

2.1.4 Extended Planning Area

Guiding Policy

- A. Consider residential development proposals (including support facilities such as neighborhood shopping centers, schools and parks) on moderate slopes, with multi-family densities typically considered on flatter land and next to business park areas.

Many potential sites are under Williamson Act contract requiring open space use for at least 10 years.

Implementing Policies

- B. The location, extent and density of residential development will be determined when municipal services can be provided and through General Plan refinement studies.
- C. Approval of residential development in the extended planning area will require determination that:
- Utilities and public safety services will be provided at urban standards without financial burden to Dublin residents and businesses.
 - Proposed site grading and means of access will not disfigure the ridgelands.
 - Timing of development will not result in premature termination of viable agricultural operations on adjoining lands.
 - The fiscal impact of new residential development in the extended planning area supports itself and does not draw upon and dilute the fiscal base of the remainder of the city.

2.2 COMMERCIAL AND INDUSTRIAL LAND USE

Dublin's central location has made it the Tri-Valley commercial center, with more than 600 retail businesses and a wide variety of distributors, business service providers, builders and building subcontractors, manufacturers, and region-serving offices. The City's ability to provide municipal services depends on the income generated by business.

2.2.1 Downtown Dublin

Guiding Policy

- A. Intensify Downtown Dublin.

The present collection of adjoining shopping centers can become a downtown with the variety, convenience, and visual prominence that is rarely found in communities built since the automobile became dominant. (See Figure 2-3, Downtown Concept Sketch)

A Downtown Specific Plan was prepared in July, 1987. This plan details how the City's downtown area could be enhanced to create a more unified, pedestrian-oriented focal point for the community. Provisions will be made to accommodate a future transit station (BART) in the downtown area. Special emphasis will be placed on pedestrian connections between the central shopping area on Amador Plaza Road and the future BART station.

The plan encourages ground floor retail with offices and residential uses on upper floors. Development standards within the plan would allow an increase of approximately 30% in building area to facilitate the introduction of higher density pedestrian-oriented developments.

A number of urban design improvements are contemplated including entry ways to downtown, theme elements in the medians and a potential plaza or structure which would be used as an informal gathering place as well as for public and civic events. (Refer to the plan for further details. Available from the City of Dublin Planning Department.)

Implementing Policies

- B. Designate a Downtown Intensification Area on the General Plan Land Use and Circulation map, Figure 1-1.
- C. Provide a downtown BART station that will serve customers and workers with and without cars. Add offices and apartments within walking distance and eventually over BART parking.
- D. Encourage mid-rise office/apartment buildings and parking structures with ground floor retail space. Create store-lined pedestrian connections between existing shopping centers.
- E. Make downtown more understandable to the first-time visitor by installing standardized identification signs and directories.

2.2.2 Automobile Dealerships

Guiding Policy

- A. Keep automobile dealers in Dublin.

Implementing Policy

- B. Allow for the creation of an auto center east of Camp Parks Military Reservation.

If or when downtown land becomes too costly for car dealers they will have the opportunity to relocate in an auto center with freeway frontage.

2.2.3 Neighborhood Shopping Centers

Guiding Policy

- A. Strengthen existing neighborhood shopping centers.

Competition from downtown and from north of the County line leaves no trade area within the primary planning area for neighborhood shopping centers other than Dublin Square, San Ramon Village Plaza, and Village Square.

Implementing Policy

- B. Require a planned development proposal at the southwest corner of Amador Valley Boulevard and Dougherty Road to include medium-high density residential, retail/office, or a mix of these uses.

2.2.4 Business Parks

Guiding Policy

- A. Consider providing space for new businesses and for expansion of existing Dublin firms.

Implementing Policy

- B. Designate a 600-acre business park on Santa Rita Rehabilitation Center property in accord with Alameda County's long-term plans for site use, with the 200± acre portion fronting I-580 to be business park/industrial low coverage.
- C. Consider sites for business parks east of Camp Parks Military Reservation. Retail uses to serve nearby businesses and residences will be determined by General Plan refinement studies prepared in cooperation with property owners.
- D. Prior to planning and/or building permit approval of more than 9,000 (22%) of the potential jobs in the Extended Planning Area, one or more Specific Area Plans shall be developed to designate sufficient land for housing in reasonable relationship to existing jobs and jobs being proposed; and to demonstrate how needed municipal services will be provided.

TABLE 2.2

POTENTIAL RESIDENTIAL SITES - PRIMARY PLANNING AREA

(as of March, 1992)

<u>Site</u>	<u>Sites¹ Map No.</u>	<u>Acres</u>	<u>Min.-Max. Units</u>	<u>General Plan Residential Designations</u>
Dublin Housing Authority, southwest portion of site	4	6 ±	36 to 84	Medium Density (6-14 du/ac)
Valley Christian Center	3	15 ±	90 - 210	Medium Density (6-14 du/ac)
Downtown Intensification Area	5	na	(200)	Estimate of units is tentative and could increase significantly if mid-rise, mixed-use buildings achieve market acceptance
Donlan Canyon	1	197	300 17	Medium High Density (14.1-15 du/ac) Low Density Single Family (.5-3.8 du/ac)
Hansen Hills Ranch	2	147	180	Low Density Single Family (.5-3.8 du/ac)
TOTAL		370	723-787	

¹ Sites Map Numbers correspond to numbered areas on Figure 2-1: Sites for Housing Development.

SITES FOR HOUSING DEVELOPMENT

Primary Planning Area

-  Low Density Single Family Residential (0.5 - 3.8 units per acre)
-  Medium Density Residential (6.1 - 14.0 units per acre)
-  Medium-High Density Residential (14.1 - 25.0 units per acre)

----- Downtown Intensification Area

----- Dublin City Limit / Primary Planning Area Boundary

NOTE: See Table on opposite page for description of numbered areas.



DUBLIN GENERAL PLAN

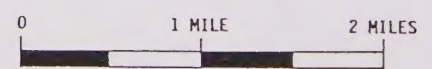
Revised February 1992

DEVELOPMENT POTENTIAL

Extended Planning Area

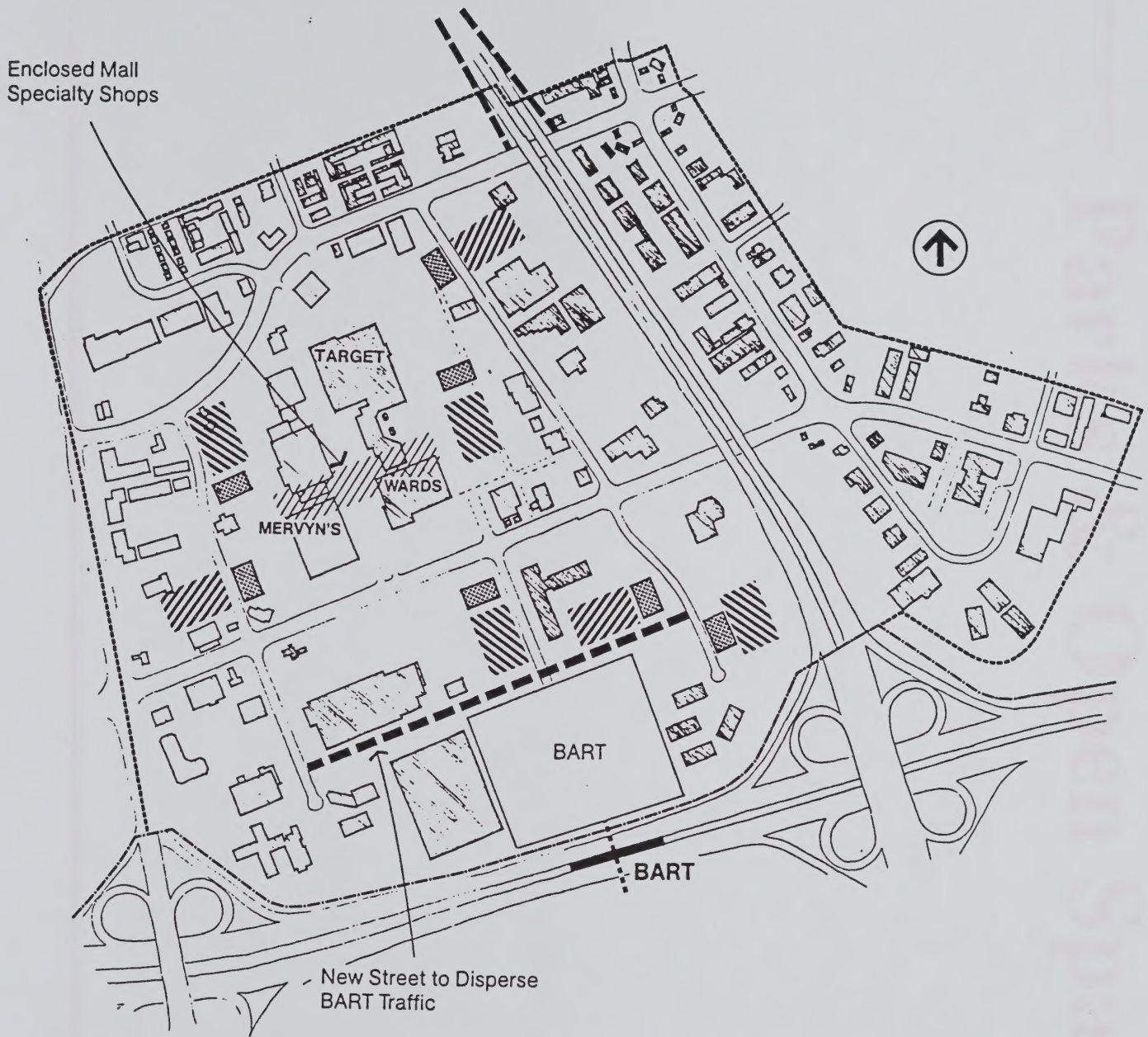


-  Slopes 30% and Greater
-  Developed Area
-  Approved Development
-  Public Lands
-  Open Land with Development Potential
-  Dublin City Limit/Primary Planning Area Boundary
-  Public Lands
-  Extended Planning Area Boundary



DUBLIN GENERAL PLAN

Revised February 1992



Downtown Concept Sketch



Parking



Mid-Rise Office
Ground Floor Retail

Parks & Open Space

3. LAND USE AND CIRCULATION : PARKS & OPEN SPACE ELEMENT

Government Code sec. 65302(a) requires land use elements to designate open space for recreation, agriculture, visual enjoyment and natural resources. Government Code sec. 65560 calls for an inventory of open space resources and for policies to preserve and manage four categories of open space lands:

- (1) Open space for the preservation of natural resources.
- (2) Open space for the managed production of resources.
- (3) Open space for outdoor recreations.
- (4) Open space for public health and safety.

Government Code sec. 65564 requires local open space plans to include action programs with specific programs to implement open space policies. Public Resources Code sec. 5076 requires that demand for trail oriented recreational uses be considered when developing the open space programs. It further requires that the open space plan consider integrating local trails with the state trails system.

Policies and programs to provide open space both within and apart from development projects are included in this parks and open space element. Related provisions to protect particular natural resources through open space planning are included in sec. 7.0, Conservation Element. Background information upon which open space and conservation policies are based is located in the corresponding Open Space and Conservation sections of the Technical Supplement.

The Government Code requires discussion of several resources which do not occur in the Dublin planning area and therefore, have not been analyzed. Accordingly, the open space plan for preservation of natural resources does not address ecological or scientific study areas, bays, estuaries, coastal beaches or lakeshores. Similarly, the open space plan for managed production of resources does not address bays, estuaries, marshes, commercial fisheries, or mineral deposits. Flooding is addressed in the Safety Element, section 8.2.3.

3.1 OPEN SPACE FOR PRESERVATION OF NATURAL RESOURCES AND FOR PUBLIC HEALTH AND SAFETY

Subsequent to adoption of this general plan, the City began preparation of specific plans for the Extended Planning Area. These documents should be completed by the end of 1992. Refer to these documents for specific information on open space, parkland and recreation facilities in the Extended Planning Area.

Guiding Policies

- A. Preserve oak woodlands, riparian vegetation, and natural creeks as open space for their natural resource value.
- B. Maintain slopes predominantly over 30 percent (disregarding minor surface humps or hollows) as permanent open space for public health and safety.

Also refer to Policy 7.3.B in the Conservation Element.

Implementing Policy

- C. Continue requiring reservation of steep slopes and ridges as open space as a condition of subdivision map approval.

3.2 AGRICULTURAL OPEN SPACE

Excluding parcels fronting on I-580, a major portion of the extended planning area is under Williamson Act Agreement (Government Code Section 51200, et. seq.), and Alameda County zoning sets minimum parcel size at 100 acres. Under the Williamson Act, property taxes are based on the agricultural value of land rather than its market value. The contract automatically renews each year for the new 10-year period unless the owner or the County gives notice of non-renewal.

Guiding Policy

- A. Maintain lands currently in the Williamson Act agricultural preserve as rangeland, provided that specific proposals for conversion to urban use consistent with the General Plan may be considered not sooner than two years prior to contract expiration.

Implementing Policy

- B. Approval of development of agricultural land not under contract shall require findings that the land is suitable for the intended use and will have adequate urban services and that conversion to urban use will not have significant adverse effects on adjoining lands remaining under contract.

3.3 OPEN SPACE FOR OUTDOOR RECREATION

Dublin currently has three major outdoor recreational sites: the Dublin Sports Grounds (23 acres), Shannon Park and Community Center (10 acres), and Dublin Swim Center (3 acres). Additionally, there are five neighborhood parks totaling 21.75 acres (Dolan, Mape, Kolb, Stagecoach, and Alamo Creek) and 90 acres of undeveloped open space (Dougherty Hills). Refer to Figure 3-1 for location of park and open space areas. The need for recreation facilities will increase as population grows and new development occurs.

The City's existing trail network consists of bikeways located along Amador Valley Boulevard, Village Parkway, San Ramon Road and Dougherty Road.

The City has recently undertaken a Parks and Recreation Master Plan study which encompasses both the primary and extended planning areas. This plan updates and quantifies the City's need for recreation facilities. It is expected this plan will be completed in 1992. Readers should refer to this plan for additional information on city park and recreation facilities, as well as action and acquisition programs.

Guiding Policies

- A. Expand park area to serve new development.
- B. Maintain and improve outdoor facilities at existing schools.

Implementing Policy

- C. Work with Dublin Unified School District to enhance school district facilities for community use.
- D. Promote inclusion of hiking, bicycling and/or equestrian trails within designated open space areas.
- E. Continue the city's program to require dedication of land or in lieu fees for park or recreational purposes as a condition of approval for subdivision maps pursuant to the Quimby Act, Government Code sec. 66477.
- F. Complete and adopt the Park and Recreation Master Plan in a timely manner.

Guiding Policy

- G. Restrict structures on the hillsides that appear to project above major ridgelines.

The present undisturbed natural ridgelines as seen from the primary planning area are an essential component of Dublin's appearance as a freestanding city ringed by open hills.

Implementing Policy

- H. Use subdivision design and site design review process to preserve or enhance the ridgelines that form the skyline as viewed from freeways (I-580 or I-680) or arterial and major streets (Dublin Boulevard, Amador Valley Boulevard, San Ramon Road, Village Parkway, Dougherty Road).

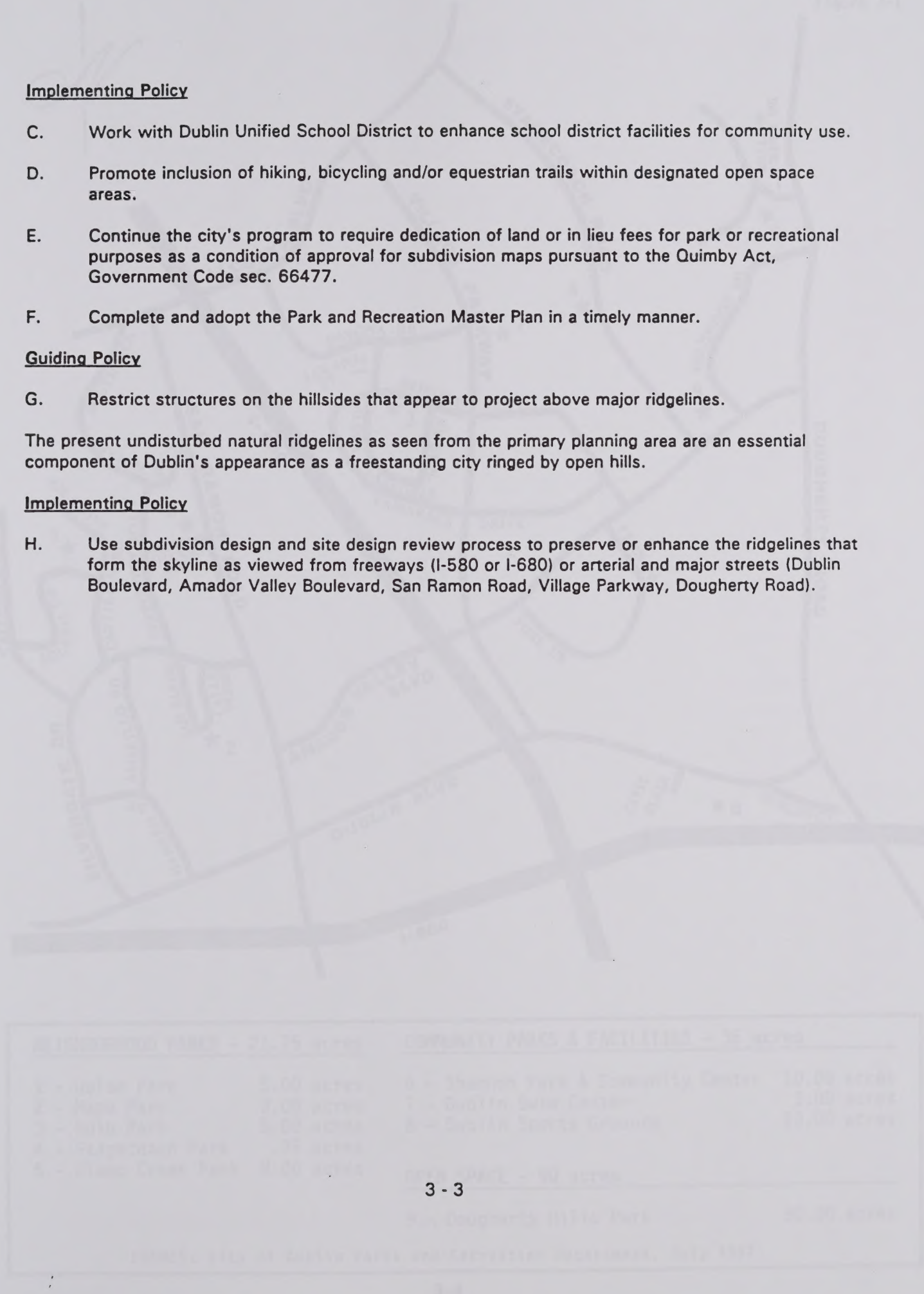


Figure 3-1

**NEIGHBORHOOD PARKS - 21.75 acres**

1 - Dolan Park	5.00 acres
2 - Mape Park	3.00 acres
3 - Kolb Park	5.00 acres
4 - Stagecoach Park	.75 acres
5 - Alamo Creek Park	8.00 acres

COMMUNITY PARKS & FACILITIES - 36 acres

6 - Shannon Park & Community Center	10.00 acres
7 - Dublin Swim Center	3.00 acres
8 - Dublin Sports Grounds	23.00 acres

OPEN SPACE - 90 acres

9 - Dougherty Hills Park	90.00 acres
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SOURCE: City of Dublin Parks and Recreation Department, July 1992.

Schools, Public Lands & Utilities

4. LAND USE AND CIRCULATION : SCHOOLS, PUBLIC LANDS & UTILITIES ELEMENT

Government Code sec. 65302(a) and (b) require that schools, public lands and public utilities be addressed in the land use and circulation elements. Dublin has included these three concerns in a separate element because they generally are operated by independent units of government, whereas most of the other development related concerns addressed in the statutes involve city regulation. Information supporting the schools, public lands and utilities policies is located in the Technical Supplement, sec. 2.3.

4.1 PUBLIC SCHOOLS

Enrollment in the Dublin Unified School District has been increasing since 1990 with a current enrollment of 3206 students. Currently, three K-5 schools (Nielsen, Murray and Frederiksen) one 6-8 school (Wells Middle School), one high school (Dublin High School, 9-12) and one continuation high school (Valley High School, 10-12) accommodate Dublin students.

Guiding Policy

- A. Cooperate with the Dublin Unified School District to ensure preservation of surplus sites compatible with surrounding land uses and Housing Element objectives.
- B. Cooperate with the Dublin Unified School District to ensure provision of school facilities in the Extended Planning Area.

Implementing Policy

- C. Initiate preparation of site plans or specific plans jointly with the Dublin Unified School District prior to sale.
- D. As a condition of project approval in the Extended Planning Area, it is required that logical and buildable school sites be offered for dedication according to the State's Board of Education guidelines and acceptable to the Dublin Unified School District.

This type of cooperation will achieve harmonious relationships between new development and existing residential areas and new park sites (See Open Space Element).

4.2 PUBLIC LANDS

The Federal and County governments have large holdings in the Eastern Extended Planning Area that are vital to Dublin's image and its eastward expansion.

Guiding Policies

- A. Maintain communication with military administrators and congressional representatives to urge that Camp Parks Military Reservation be developed and operated as a good neighbor to Dublin.
- B. Require strict adherence to the land use provisions of the City-County Annexation Agreement for the Santa Rita Property owned by Alameda County Surplus Property Authority.

Implementing Policies

- C. Negotiate participation by Camp Parks Military Reservation in design of Dougherty Road improvements and establishment of a landscaped buffer strip.
- D. Negotiate reservation of an alignment for Dublin Boulevard extension across Camp Parks Military Reservation and Santa Rita land. Consult with the Federal and County governments concerning appropriate uses and development standards between Dublin Boulevard extension and I-580.

4.3 SOLID WASTE

Historically, planning for solid waste disposal was conducted on a countywide basis. In 1989, however, the legislature passed AB 939, the California Integrated Waste Management Act. The Act completely reorganized the state's solid waste management planning process to require each jurisdiction to prepare a Source Reduction and Recycling Element and a Household Hazardous Waste Element. While these elements are not required to be part of a city's general plan, planning policy nevertheless should be guided by the elements since solid waste disposal is a necessary service for new development.

The City of Dublin currently has a Franchise Agreement with Oakland Scavenger Company for residential and commercial garbage collection. Solid waste is deposited at the Altamont Landfill.

The owners of the landfill are currently pursuing an expansion which would provide 350 million cubic yards. As of March 1992, estimated remaining capacity at the landfill is 24.5 million cubic yards. This is anticipated to provide landfill capacity for eight years. This assumes a countywide increase in the amount of solid waste disposed of at 0.8 percent per year.

Guiding Policy

- A. Ensure that adequate solid waste disposal capacity is available to avoid constraining development consistent with the Dublin General Plan.

Implementing Policies

- B. Continue to enforce the City Source Reduction and Recycling/ Household Hazardous Waste Elements.
- C. Cooperate with Alameda County, as necessary, for adoption and implementation of the County Integrated Waste Management Plan.
- D. Prior to project approval, the applicant shall demonstrate that capacity will exist in solid waste disposal facilities for their project prior to the issuance of building permits.
- E. Large scale projects should be required to submit a plan that demonstrates how they will contribute toward the City's State mandated diversion requirement.

4.4 SEWAGE TREATMENT AND DISPOSAL

Sewage treatment and disposal capacity for the City of Dublin is limited. The existing Dublin San Ramon Services District (DSRSD) sewage treatment plant adjoining I-680 in Pleasanton could be

expanded to four times its present size, but the Livermore Amador Valley Water Management Agency (LAVWMA) pipeline that carries treated effluent from Livermore, Pleasanton and Dublin through Dublin Canyon to the Bay is nearing capacity. Currently, approximately 2,900 dwelling unit equivalents of wastewater capacity are available on a first-come, first-serve basis. The Tri-Valley Wastewater Authority is working to obtain additional capacity from the Central Contra Costa Sanitation District. If the capacity is obtained, approximately 59,000 dwelling unit equivalents of additional wastewater capacity would be available.

Guiding Policy

- A. Expand sewage treatment and disposal capacity to avoid constraining development consistent with the Dublin General Plan.

Implementing Policies

- B. Prior to project approval, developers shall demonstrate that adequate capacity will exist in sewage treatment and disposal facilities for their projects prior to the issuance of building permits.

4.5 WATER SUPPLY

Dublin's water is distributed by Dublin San Ramon Services District (DSRSD), which purchases water from Zone 7 of the Alameda County Flood Control and Water Conservation District, which, in turn, imports it from three sources: State water project, local runoff from the Arroyo Del Valle watershed (stored in Lake Del Valle) and from natural recharge of the groundwater basin. DSRSD may seek water sources other than those listed above to meet future needs. The supply may run short in the 1990's if no new sources become available.

Guiding Policies

- A. Base General Plan proposals on the assumption that water supplies will be sufficient and that local wells could be used to supplement imported water if necessary.

Implementing Policy

- B. Consider obtaining water service from the East Bay Municipal Utility District and other sources.

Circulation & Scenic Highways

5. LAND USE AND CIRCULATION : CIRCULATION & SCENIC HIGHWAYS ELEMENT

Government Code sec. 65302(b) requires that circulation elements include diagrams, policies and programs for existing and proposed major thoroughfares, transportation routes, terminals and other public utilities and facilities. The statute further requires that these circulation and public services features be correlated with the land use element. That is, the General Plan must propose circulation and public services adequate to meet the needs of the population planned for in the land use element.

Dublin's proposed road system for the Primary Planning Area is shown on Figure 1-1, the General Plan map for Land Use and Circulation. Proposed transportation and roadway policies are presented below in this element. Information supporting the policies is located in the Technical Supplement, sec. 2.4, Circulation and Scenic Highways Element. The policies and standards in this element also pertain to the extended planning areas.

Proposed public utilities and facilities are addressed in sec. 3.0, the Parks and Open Space Element, and in sec. 4.0, the Schools, Public Lands, and Utilities Element. Information supporting these policies is located in the Technical Supplement, sec. 2.2, Open Space Element and sec. 2.3, Schools, Public Lands and Utilities Element.

The City of Dublin Circulation Plan was designed to comply with applicable regional transportation policies. The Tri-Valley Transportation Council's *Tri-Valley Transportation Plan/Action Plan for Routes of Regional Significance* prescribes the long-range transportation vision for the Tri-Valley area, and identifies specific transportation performance criteria for the member agencies (Alameda County, Contra Costa County, Danville, Dublin, Livermore, Pleasanton and San Ramon). The City of Dublin should use the Action Plan as a guideline in the development of its transportation system. This Circulation Element also identifies policies and criteria for streets not included in the Action Plan.

5.1 ROADWAYS

The roadway system was designed to accommodate traffic demand and minimize excessive delays and congested conditions during peak hours. The street design standards specify the widths and other design features necessary to ensure there is sufficient roadway capacity to accommodate future travel on Dublin streets.

The most prominent features of Dublin's transportation network are Interstate 580 (which forms the southern boundary of the City) and Interstate 680 (which bisects Central Dublin). The interchange between these two freeways is currently being upgraded to improve the vehicle carrying capacity. Additionally, new freeway hook ramps are to be constructed on I-680 to improve access to the downtown area and the west Dublin BART station.

Vehicular traffic volumes on most arterial streets in Dublin are expected to increase steadily over the life of this General Plan. Projected vehicular traffic growth is attributed primarily to extensive development activity expected in west and east Dublin and in the surrounding Tri-Valley area.

5.1.1 Roadway Standards

Guiding Policy

- A. Design non-residential streets to (1) accommodate forecasted average daily traffic demand on segments between intersections, (2) minimize congested conditions during peak hours of operation at intersections and serve a balance of vehicles, bicycles, pedestrians and transit.
- B. Design residential collector streets, residential streets and cul-de-sacs to serve a balance of vehicular, bicycle and pedestrian traffic and to prevent misuse of residential areas by through vehicular traffic.

Implementing Policy

- C. Design streets according to the standards set forth in paragraphs 1 through 7 below, as well as the listed Additional Design Criteria. If average daily traffic (ADT) is greater than the stated approximate maximum ADT, design the street to a higher functional classification. Exceptions to these standards may be granted by the Public Works Director/City Engineer if a finding(s) is made that the exception is consistent with all applicable circulation policies and does not compromise public safety or access. In addition, the required cross-section could be reduced (as approved by the Public Works Director/City Engineer) where existing adjacent development makes the full cross-section unfeasible.

1. ARTERIALS

	<u>Four-Lane</u>	<u>Six-Lane</u>	<u>Eight-Lane</u>
Design ADT	30,000	50,000	70,000
Minimum design speed	55 mph	55 mph	55 mph
Curb-to-curb	80' (includes a 16' median)	104' (includes a 16' median)	128' (includes a 16' median)
Right-of-Way	104*	128*	152*
Maximum grade	7%	7%	7%
Sidewalk**	8' or 6'	8' or 6'	8' or 6'
Minimum curve radius	1,200' with 4% superelevation	1,200' with 4% superelevation	1,200 with 4% superelevation
Public service and landscaping easement	10' on each side of right-of-way	10' on each side of right-of-way	10' on each side of right-of-way

* When sidewalk is 8', an additional 1 foot of ROW will be added to the side containing the 8' walk.

** See sidewalk policy under "Additional Design Criteria" section of this plan.

An additional 10 feet of paved width and right-of-way shall be provided for bus turnouts as determined by the Public Works Director/City Engineer. If on-street parking is to be permitted on roadways that are part of the bicycle circulation system, an additional 10 feet of paved width and right-of-way shall be provided.

The arterial streets are designed to distribute localized trips. Intersections with median openings shall be spaced no closer than 750 feet. In special circumstances, such as tee intersections, intersection spacing less than 750 feet may be allowed with the approval of the Public Works Director/City Engineer. Any other intersections without median openings may be approved by the Public Works Director/City Engineer. A raised median is required to separate the two directions of travel and to improve the visual appearance of the travel corridor.

Approaches to arterial intersections with Class I collectors as well as other arterials shall be widened in order to provide additional lanes for left-turn and right-turn movements.

Access to and from arterial streets from abutting commercial properties shall be controlled but not restricted. No direct vehicular or non-vehicular access from abutting residential homes is allowed. Parking on these streets shall be prohibited with the exception of emergency parking. Bike lanes shall be provided. Pedestrian crossings should be carefully selected to direct pedestrians to designated crossing points at signalized intersections.

A major portion of the roadway capacity of the arterials in East Dublin is required to serve future Contra Costa County residents. Although sufficient right-of-way should be preserved, construction of the full roadway width for these facilities should be completed only after the City has secured a fair-share financial agreement with the appropriate agency.

2. CLASS I COLLECTOR STREETS

Design ADT	27,000
Minimum design speed	45 mph
Curb-to-curb	76'
Right-of-Way	92'
Maximum grade	8%
Minimum Curve Radius	1,100' with no superelevation
Public service and landscaping easement	10' on each side of right-of-way
Sidewalk	8' (commercial areas) 6' (industrial areas)

Class I collector streets serve primarily to circulate localized traffic and to distribute traffic to and from arterials. Class I collectors are designed to accommodate four lanes of traffic (plus a center turn lane); however, they carry lower traffic volumes at slower speeds than arterials, and they have a continuous left-turn lane separating the two directions of traffic flow. For intersections of Class I collectors with arterials, additional right-turn lanes shall be provided on the Class I collector at a minimum; additional left-turn lanes shall be provided as determined by the Public Works Director/City Engineer. Typically, signalized intersections shall be spaced no closer than 750 feet. No direct vehicular or non-vehicular access from residential homes is allowed. An additional 10 feet of paved width and right-of-way shall be provided for bus turnouts as determined by the Public Works Director/City Engineer. If on-street parking is to be permitted on roadways that are part of the bicycle circulation system, an additional 10 feet of paved width and right-of-way shall be provided.

Medians shall be striped in special cases if no abutting property access is allowed (minimum of one-quarter mile or one block); the width of the striped median can be reduced with approval of the Public Works Director/City Engineer.

Left-turns into driveways within 200 feet of an intersection measured from the limit line or the point of curb return shall be prohibited by a raised median.

3. CLASS II COLLECTOR STREETS

Design ADT	12,000
Minimum design speed	30 mph
Curb-to-curb	52'
Right-of-Way	68'
Maximum grade	8% commercial, 12% residential
Minimum curve radius	450' with no superelevation
Public service and landscaping easement	10' on each side of right-of-way
Sidewalk	8' (commercial areas) 6' (industrial areas)

Class II collector streets with two-way center turn lanes serve primarily to circulate localized traffic and to distribute traffic to and from arterials and collector streets. They are designed to accommodate two lanes of traffic (plus a center turn lane); however, they carry lower traffic volumes at slower speeds than Class I collector streets. This type of facility provides access to properties and circulation to residential neighborhoods. Minimum distance between intersections shall be 350 feet. Deviation from this minimum distance requirement may be approved by the Public Works Director/City Engineer only if it can be demonstrated that left turn demands do not create an adverse traffic condition.

Access to and from Class II collector streets from abutting properties shall be permitted at locations approved by the Public Works Director/City Engineer. No direct vehicular or non-vehicular access from residential homes is allowed. Parking on this facility shall typically be allowed. However, parking at critical locations may be denied as deemed appropriate by the Public Works Director/City Engineer for maintaining safe conditions. If a bike lane is provided and parking is retained, an additional 10 feet of paved width and right-of-way will be required to allow for a 10-foot widening of the roadway cross section. An additional 10 feet of paved width and right-of-way shall be provided for bus turnouts as determined by the Public Works Director/City Engineer. Class II collector streets can be designed with a 40-foot curb-to-curb width with a design ADT of 15,000 if the street has no direct access between intersections.

4. RESIDENTIAL COLLECTOR STREETS

Design ADT	4,000
Minimum design speed	30 mph
Curb-to-curb	40' (34' single loaded)
Right-of-Way	56' (47' single loaded)
Maximum grade	12%*
Minimum curve radius	450' with no superelevation
Public service and landscaping easement	5' on each side of right-of-way
Sidewalk	5'

* Maximum grade up to 15% may be allowed under special conditions and approval by Public Works Director/City Engineer. Grade segments in excess of 12% shall not exceed 300 feet in length. Average grade over any 1,000 foot segment shall not exceed 10%.

Residential collector streets also circulate localized traffic as well as distribute traffic to and from arterials and other collectors to access residential areas. Residential collector streets accommodate low volume levels and the use of this facility as a carrier of through traffic should be discouraged by its design.

Minimum distance between intersections shall be 250 feet. Deviation from this minimum distance requirement may be approved by the Public Works Director/City Engineer only if it can be demonstrated that left turn demands do not create adverse traffic conditions.

Parking on this facility shall typically be allowed. However, parking at critical locations may be denied as deemed appropriate by the Public Works Director/City Engineer for maintaining safe conditions. If a bike lane is provided on this facility and parking is retained, an additional 10 feet of right-of-way will be required to allow for a 10-foot widening of the roadway cross section.

EXAMPLES: York Drive; Vomic Road

5. INDUSTRIAL ROADS

Design ADT	4,000
Minimum design speed	30 mph
Curb-to-curb	52'
Right-of-Way	68'
Maximum grade	7%
Minimum curve radius	450' with no superelevation
Public service and landscaping easement	10' on each side of right-of-way
Sidewalk	8' (commercial areas) 6' (industrial areas)

These roads serve traffic within industrial development. Minimum distance between intersections shall be 300 feet unless otherwise approved by the Public Works Director/City Engineer. Turnaround curb radius shall be a minimum of 50 feet.

6. RESIDENTIAL STREETS

Design ADT	1,500
Minimum design speed	25 mph
Curb-to-curb	36' (32' single loaded)
Right-of-Way	52' (45' single loaded)
Maximum grade	12%*
Minimum curve radius	200' with no superelevation
Public service and landscaping easement	5' on each side of right-of-way
Sidewalk	5'

* Maximum grade up to 15% may be allowed under special conditions and approval by the Public Works Director/City Engineer. Grade segments in excess of 12% shall not exceed 300 feet in length. Average grade over any 1,000 foot segment shall not exceed 10%.

Residential streets circulate localized traffic as well as distribute traffic to and from arterials and collectors to access residential areas. Residential streets accommodate low volume levels and should not be used to carry through traffic.

Minimum distance between intersections shall be 150 feet. Deviation from this minimum distance requirement may be approved by the Public Works Director/City Engineer only if it can be demonstrated that left turn demands do not create an adverse traffic condition.

7. CUL-DE-SACS

Minimum design speed	25 mph
Curb-to-curb	34' (32' single loaded)
Right-of-Way	50' (45' single loaded)
Maximum grade	12%*
Minimum curb radius	200' with no superelevation
Public service and landscaping easement	5' on each side of right-of-way
Sidewalk	5'

* Maximum grade up to 15% may be allowed under special conditions and approval by the Public Works Director/City Engineer. Grade segments in excess of 12% shall not exceed 300 feet in length. Average grade over any 600 foot segment shall not exceed 12%.

Cul-de-sacs are designed for residential land uses. The length of cul-de-sacs shall not exceed 600 feet. The turnaround curb radius shall be a minimum of 40 feet.

ADDITIONAL DESIGN CRITERIA

1. No lane transition shall be allowed on horizontal curves except upon approval of the Public Works Director/City Engineer.
2. Horizontal curves shall be used for all horizontal changes of centerline direction. Vertical curves shall be used when the change in grade exceeds 1%.
3. Sight distance on road knuckles across the inside corner should not be obstructed by landscaping and/or physical structures. Parking shall not be allowed on the inside curb from point of curb return (PCR) to PCR.
4. The angle between centerlines of intersecting streets shall be as nearly a right angle as possible, but in no case less than 70 degrees or greater than 110 degrees. Streets shall intersect only in tangent section. The tangent length shall extend a minimum of 200 feet and maximum grade of 6% from the point of curb return (PCR) on each leg of the intersection except as approved by the Public Works Director/City Engineer. The tangent length of 200 feet is not required for residential streets intersecting another residential or collector street if an adequate intersection sight distance is provided.
5. Intersection sight distance shall meet Caltrans Highway Design Manual criteria.
6. A minimum of one on-street parking space (20 feet) shall be provided along the frontage of each residential lot. However, in cases where the minimum on-street parking space requirement cannot be met, credit shall be given for surplus on-street parking along nearby lots upon approval of the Public

Works Director/City Engineer. With approval of the Public Works Director/City Engineer, residential lots that provide three or more off-street parking spaces shall be exempt from this standard.

7. No gates or controlled access devices shall be allowed on any public street. Such gates or devices may be allowed on private streets upon approval of the Public Works Director/City Engineer, but in no case shall such devices cause traffic to back up onto a public street or right-of-way. Adequate area shall be provided for turnaround and visitor stopping. The gate operation shall ensure that emergency vehicles/services shall not be delayed.
8. Compound curves shall not be allowed.
9. All box-landscaped planters along a raised median shall be placed no closer than 3 feet from the face of the median curb.
10. Drainage systems along arterial roadways must be designed to maintain one unobstructed travel lane in each direction during a 100-year storm event.
11. Drainage systems along all streets must be designed to keep all travel lanes unobstructed during a 15-year storm event.
12. Sidewalk widths shall conform to the following standards:

8'	Commercial/heavy use areas
6'	Industrial areas
5'	Residential areas

The City Engineer/Public Works Director may allow exceptions to these standards (increases or decreases) based on pedestrian usage; in no case shall the sidewalk width be less than 5 feet.

13. Traffic controls will be considered to correct specific problems.

[Freeway policy moved to Section 5.1.2]

Guiding Policy

- A. Reserve right-of-way and construct improvements necessary to allow streets to accommodate projected vehicular traffic with the least friction.

The Daily Projected Traffic Volumes maps (Figures 5-1a and 5-1b) show existing and projected flows and lane requirements. The General Plan does not include more detailed street improvement proposals.

- B. For Streets defined as Routes of Regional Significance in the Tri-Valley Transportation Council's *Tri-Valley Transportation Plan/Action Plan for Routes of Regional Significance* (hereinafter referred to as "the TVTC Action Plan", the City of Dublin is required to make a "good-faith effort" to maintain Level of Service (LOS) D ($V/C < 0.91$) on arterial segments and at intersections. If this Transportation Service Objective (TSO) is violated, the City can implement transportation improvements or other measures to improve level of service. If such improvements are not possible or are not sufficient, the City may refer the problem to the TVTC for joint resolution. In the event that the TVTC cannot resolve the violation to the mutual satisfaction

of all members, Dublin may modify the level of service standard, but only if other jurisdictions are not physically impacted.

- C. The Routes of Regional Significance within the City of Dublin are as follows: Dublin Boulevard, Dougherty Road, Tassajara Road, and San Ramon Road.
- D. For streets that are not defined as Routes of Regional Significance in the TVTC Action Plan, strive to phase development and road improvements so that the operating Level of Service (LOS) for intersections in Dublin shall not be worse than LOS D.
- E. Use the Tri-Valley Transportation Council Action Plan for Routes of Regional Significance as a guideline for making transportation policy decisions.

Implementing Policies

- F. Connect existing north-south cul-de-sac streets near the proposed Western Dublin BART station south of Dublin Boulevard (Amador Plaza Road, Golden Gate Drive and Regional Street) via the creation of Bray Way.

The proposed new street parallel to Dublin Boulevard is needed to serve intensive development of the adjoining commercial area and to distribute West BART station traffic to three Dublin Boulevard intersections and the I-680 freeway.

- G. Design and construct all roads on the City's circulation system as defined on Figures 5-1a and 5-1b.

[moved to "Additional Design Criteria" section]

- H. Seek funding agreement with Contra Costa County to designate the County's pro-rata "fair" share for ultimate improvements, including right-of-way, on regional facilities within the City of Dublin. Examples of such regional facilities include Tassajara Road, Fallon Road and Dougherty Road.

Development in Contra Costa County will contribute a significant amount of traffic to regional facilities within the City of Dublin; so the full cost should not be borne by Dublin users. Funding may be provided in part by the forthcoming Traffic Impact Fees under development by the City of Dublin, the County of Contra Costa County and/or the TVTC.

Eastern Extended Planning Area - Additional Policies

Substantial urban development is projected for the Eastern Extended Planning Area. The roadway system has been designed to accommodate traffic at buildout of the area according to the land use distribution and densities shown in the General Plan Land Use Map (Figure 2B). The system is structured around the existing-north-south roads and freeway interchanges (Hacienda Drive, Tassajara Road and Fallon Road) and the extension of existing east-west roadways such as Dublin Boulevard and Gleason Drive. The roadway system also incorporates an east-west "transit spine" (Central Parkway) that extends the length of the planning area and connects the most intensively developed areas with the future Eastern Dublin BART station.

Guiding Policy

- I. Provide an integrated multi-modal circulation system that provides efficient vehicular circulation while encouraging pedestrian, bicycle, transit, and other non-automobile transportation alternatives.

Implementing Policy

- J. Provide continuity with existing streets, include sufficient capacity for projected traffic, and allow convenient access to planned land uses.
- K. Require the following major circulation improvements in the Eastern Extended Planning Area:
- Extension of Dublin Boulevard from Dougherty Road to North Canyons Parkway.
 - Extension of Fallon Road north to connect to Tassajara Road.
 - Extension of Gleason Drive east to Fallon Road.
 - In cooperation with Caltrans and other affected jurisdictions, pursue widening of Interstate 580 to ten total lanes (8 through lanes and two auxiliary lanes) between Tassajara Road and Airway Boulevard.
 - Upgrade the Fallon Road interchange to the same standards as the Dougherty Road and Hacienda Drive interchanges (i.e., three through lanes in each direction across the overpass and a partial cloverleaf ramp system).
 - Provide local collector streets for internal access to development areas throughout the planning area.
- L. Provide potential for additional future roadway connections linking existing Dublin to the Eastern Extended Planning Area.

Western Extended Planning Area - Additional Policies

- M. Provide an efficient circulation system for the Western Extended Planning Area, including linkage to the rest of the City, alternate transportation modes, and sensitivity to environmental concerns.
- N. The primary access for the Schaefer Ranch sector of the Western Extended Planning Area shall be via Dublin Boulevard and Schaefer Ranch Road. Other sections of the Western Extended Planning Area shall have primary access via the Eden Canyon interchange.

Implementing Policies

- O. Require the following major circulation improvements in the Western Extending Planning Area:
- Extension of Dublin Boulevard to Schaefer Ranch Road.
 - Collector streets to provide access to residential neighborhoods and non-residential uses, as identified in specific development plans.

5.1.2 Freeway Access

The I-680 freeway was recently widened to eight lanes north of I-580; the I-580/I-680 interchange will be rebuilt as both freeways and the arterial street system experience heavy new demands from development in adjoining communities. A new interchange is needed on I-680 north of I-580.

Guiding Policy

- A. Improve freeway access.

Implementing Policies

- B. Provide an additional interchange on I-680 north of I-580 to provide better access to the downtown area.
- C. Improve I-580 interchanges to serve planned growth.

Access to downtown from the north and south along Interstate 680 is needed at a point closer than Alcosta Boulevard. Additional capacity at existing interchanges on I-580 is needed to serve East Dublin travel demands.

5.2 *TRANSIT*

Figures 5-2a and 5-2b illustrate existing and future transit routes. BART currently operates several bus lines linking the Tri-Valley to Hayward, Bayfair, and Walnut Creek BART rail stations and providing limited local transit service.

The East Dublin/Pleasanton BART Station will be completed as part of the BART Extension currently under construction. Ultimately, a second BART Station serving western and central Dublin will be completed. Following completion of this extension, it is expected that BART Bus service to the Hayward and Bayfair BART stations may be discontinued.

The *Wheels* bus system currently serves Pleasanton, Dublin and Livermore. There are 11 bus routes offering weekday commute, off-peak and Saturday service. The Contra Costa County Connection Bus Service provides the 121 Route along the I-680 corridor. This route extends through Dublin on Village Parkway, Dublin Boulevard, and San Ramon Road to Stoneridge Mall in Pleasanton.

Guiding Policies

- A. Support a downtown West Dublin BART station.
- B. Support improved local transit as essential to a quality urban environment, particularly for residents who do not drive.

Implementing Policies

- C. Urge BART cooperation in maintaining standards for review of public and private improvements in the vicinity of BART stations that take account of both future traffic needs and development opportunities.

Guiding Policy - Eastern Extended Planning Area

- D. Support the development of a community that facilitates and encourages the use of local and regional transit systems.

Implementing Policy - Eastern Extended Planning Area

- E. Encourage higher densities and mixed-use developments near major transit lines and transit transfer points as a means of encouraging the use of public transit. This type of transit-oriented development is especially encouraged along Central Parkway and near the east Dublin BART station.
- F. Capitalize on opportunities to connect into and enhance ridership on regional transit systems including BART, LAVTA, and any future light rail systems.

5.3 SOUTHERN PACIFIC RAILROAD TRANSPORTATION CORRIDOR

Track has been removed from the San Ramon Branch line between Pleasanton and Pleasant Hill. Previous studies have proposed future use for light rail transit or a busway.

Guiding Policy

- A. Support preservation along the Southern Pacific right-of-way between the East Dublin BART station and Dougherty Road and along the east side of Dougherty Road from the Southern Pacific right-of-way to the northern City limit as a potential transportation corridor.
- B. Consider potential recreational use in conjunction with transportation use.

Committed development will require additional transportation capacity in the San Ramon Valley corridor; therefore, all options should be kept open.

5.4 BIKEWAYS

Guiding Policy

- A. Provide safe bikeways along arterials (See Figures 5-3a and 5-3b).

Implementing Policy

- B. Complete the bikeway systems illustrated on Figures 5-3a and 5-3b.

5.5 TRUCK ROUTES

Guiding Policy

- A. Designate and accommodate truck routes to minimize noise nuisance on residential arterial streets.

Implementing Policy

- B. Strive to restrict "through" trucks (defined as trucks with both origins and destinations outside the City limits) in the City.
- C. Take advantage of opportunities to provide long-term truck parking facilities.

5.6 SCENIC HIGHWAYS

I-580, I-680, San Ramon Road, and Dougherty Road were designated scenic routes by Alameda County in 1966. These are the routes from which people traveling through Dublin gain their impression of the City; therefore, it is important that the quality of views be protected.

In the Eastern Extended Planning Area, Tassajara Road and Doolan Road are designated as scenic corridors by Alameda County. It is the City's intention that Fallon Road will also be designated as a scenic route once it is extended north to connect with Tassajara Road.

Guiding Policy

- A. Incorporate County-designated scenic routes, and the proposed Fallon Road extension, in the General Plan as adopted City-designated scenic routes, and work to enhance a positive image of Dublin as seen by through travelers.

Implementing Policy

- B. Exercise design review of all projects visible from a designated scenic route.

5.7 FINANCING ROAD IMPROVEMENTS

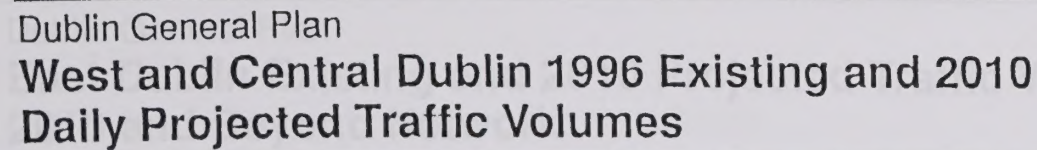
The City has a five year Capital Improvement Program (CIP) that includes a section on streets. The current CIP lists approved street improvement projects along with estimated costs and financing schedules. The moneys to fund these projects come from several sources including the City's operating budget, state/federal funds, development fees, grants and loans. (A copy of the current Dublin CIP is available from the City Manager's Office.)

Currently, development plans are being formulated for the eastern and western portions of the City. Construction of necessary roads will be funded by the developers. Developer Traffic Impact Fee (TIF) requirements will also be assessed to fund city roadway projects that will be impacted by traffic from developments in the extended planning areas as well as in the Downtown. The East Dublin TIF has been finalized; the Downtown TIF is currently being finalized. A regional TIF is currently under study by the Tri-Valley Transportation Council (TVTC). These fee programs are available from the Public Works Department.

Guiding Policy

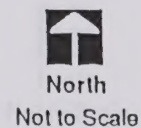
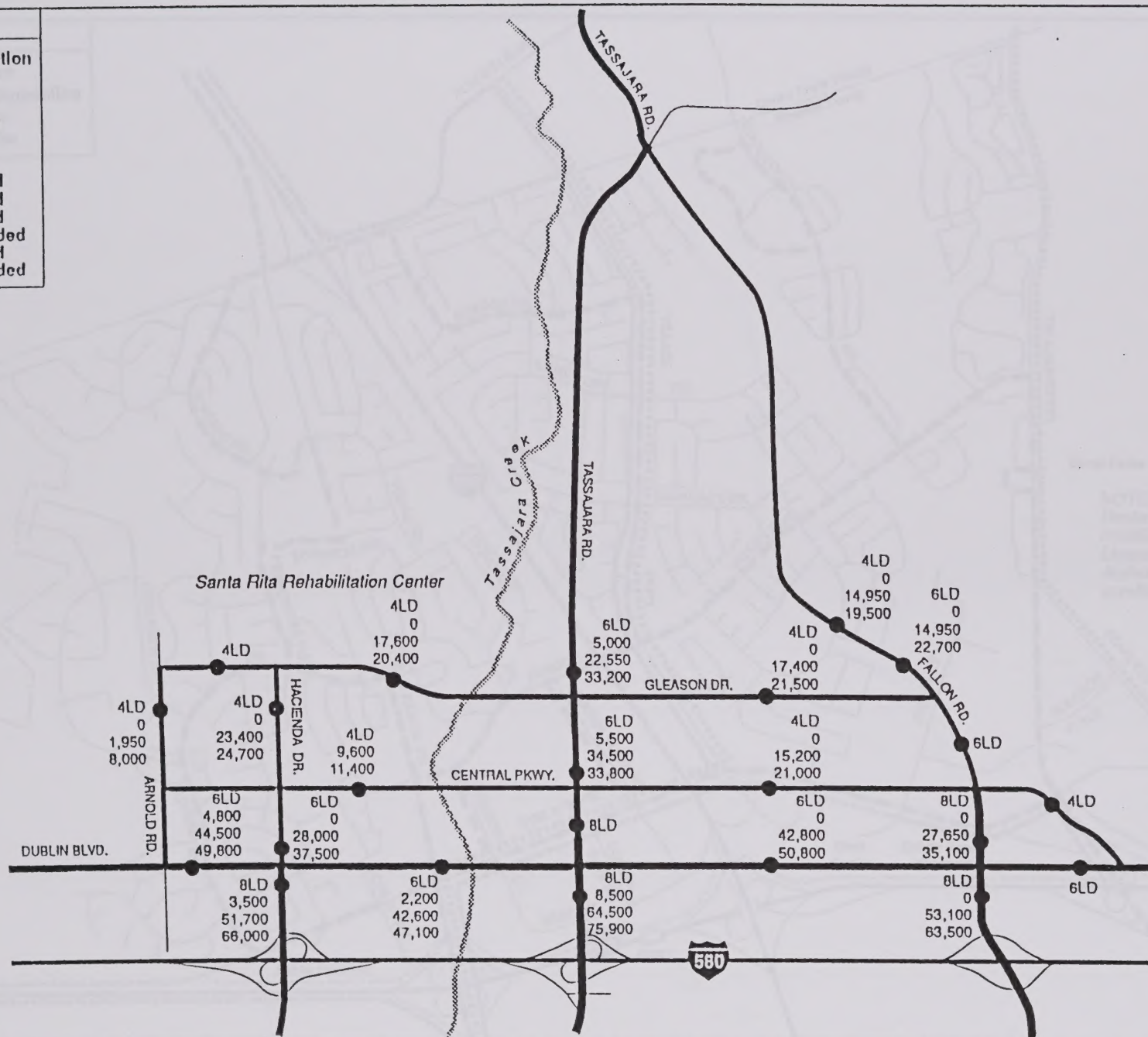
- A. Continue the City's program of requiring developers to contribute fees and/or improvements to help fund off-site improvements related to their projects.

4LD	Roadway Section
19,800	Existing ADT
22,000	2010 ADT
	Freeway
	8-lane divided
	6-lane divided
	4-lane divided
	4-lane undivided
	2-lane divided
	2-lane undivided



LEGEND	
6LD	Roadway Section
2,200	Existing ADT
51,300	2010 ADT
10,300	Bulldout ADT
	Freeway
	6-lane divided
	6-lane divided
	4-lane divided
	4-lane undivided
	2-lane divided
	2-lane undivided

5-14



Dublin General Plan
**East Dublin Existing and 2010 Projected Traffic Volumes—
 2010 and Beyond Network**

Figure
5-1b



LEGEND

Wheels Service

The County Connection

BART Express

Transit Corridor

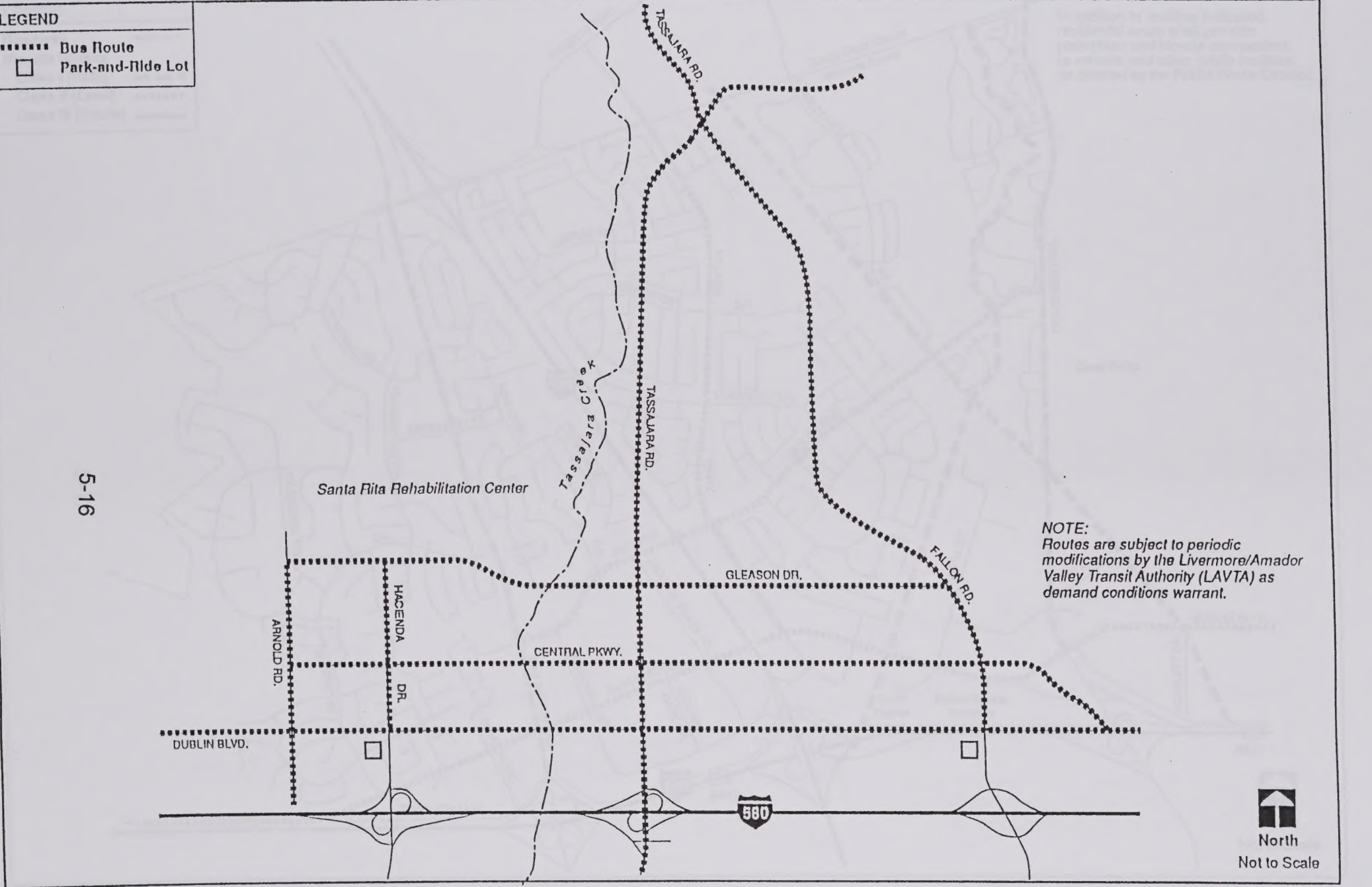


City of Dublin
West and Central Dublin Transit Map

LEGEND

..... Bus Route

□ Park-and-Ride Lot

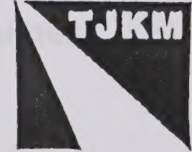


LEGEND	
Roadway	—
Bicycle Routes	
Class I (Path)	— · — · — ·
Class II (Lane)	· · · · ·
Class III (Route)	— · —

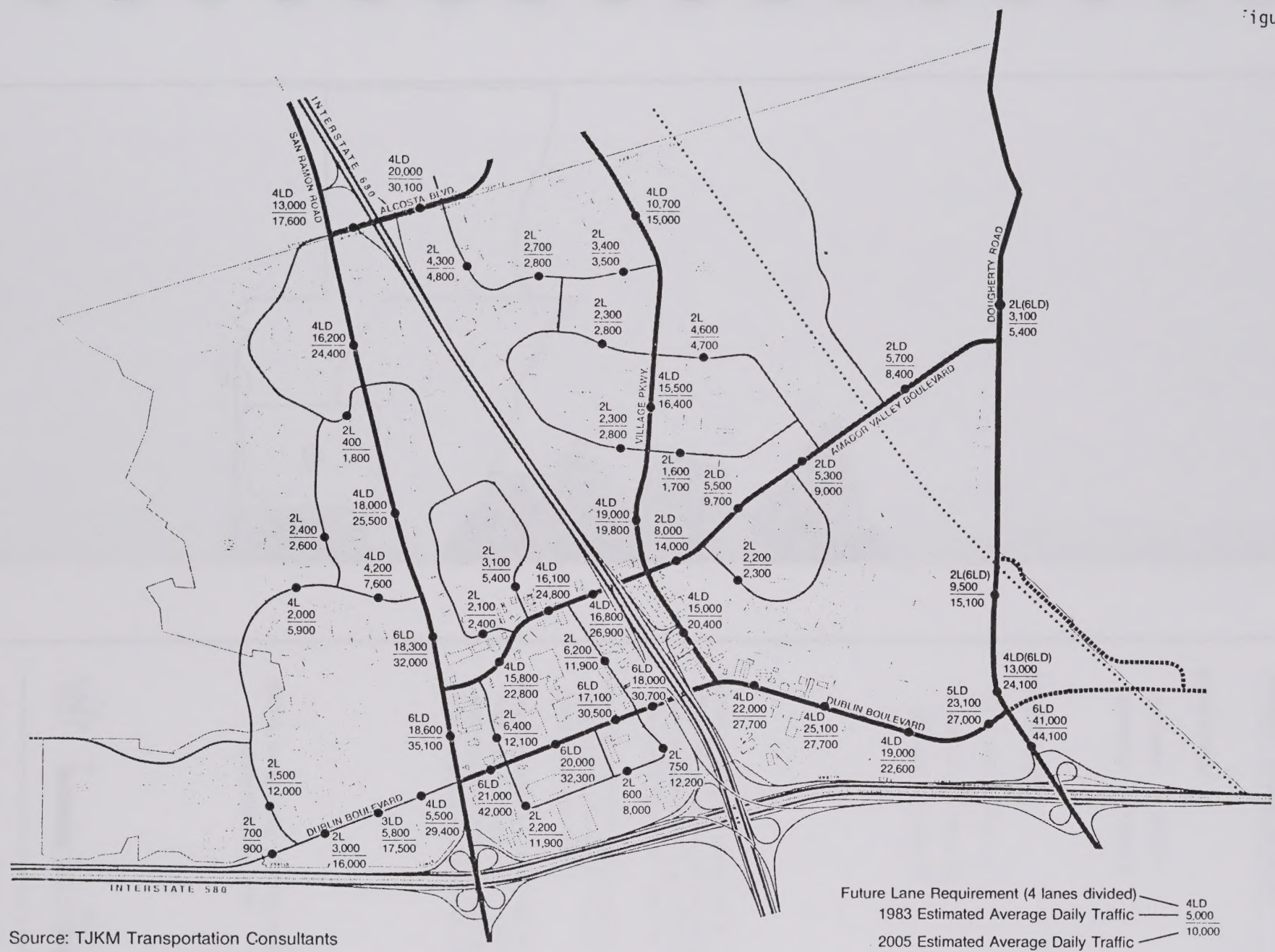


City of Dublin
 West and Central Dublin Bicycle Circulation System

1993 and 2005 Only Proposed To
 Figure
 5-3a



5-18



FEBRUARY 1992 REVISION NOTE: See Figure #1 for amended City Limit/Primary Planning Area Boundary.

1983 and 2005 Daily Projected Traffic Volumes

BIKEWAYS

Primary Planning Area

EXISTING:

- Class I
 ■■■■■ Class II

PROPOSED:

- ○ ○ ○ ○ Class I
 □ □ □ □ □ Class II
 ◇ ◇ ◇ ◇ ◇ Class III

CLASS I BIKEWAY (BIKE PATH):

Provides a completely separate bike path facility from streets or sidewalks for the exclusive use of bicycles.

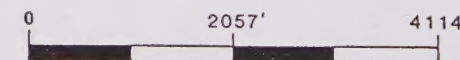
CLASS II BIKEWAY (BIKE LANE):

Provides a striped lane for one-way bike travel on street.

CLASS III BIKEWAY (BIKE ROUTE):

Provides for shared use with either pedestrians on the sidewalk or motor vehicle traffic on the street.

NOTE: Locations of Proposed Bikeways approximate only.



DUBLIN GENERAL PLAN

Revised February 1992



Housing

6. HOUSING ELEMENT

The current Housing Element, which was updated in 1990, is contained in a separate document. This document entitled "City of Dublin General Plan Housing Element", is available from the City of Dublin Planning Department.

Conservation

7. ENVIRONMENTAL RESOURCES MANAGEMENT: CONSERVATION ELEMENT

Government Code sec. 65302(d) requires that conservation elements plan for the conservation, development and use of natural resources. The statute lists resources that must be included and suggests other resources that may be included in the element. Finally, the statute specifically requires that countywide and any other water development, control or conservation agencies be included in the element's water analysis.

Dublin's Conservation Element addresses the following statutorily required elements: water resources, agricultural and other soils, rivers and streams, and wildlife habitats. Other important resources discussed in this element are air quality and archaeological and historical resources. Many conservation related resources are also important in the context of other elements. For example, agricultural and other open spaces are discussed in sec. 3.0 Parks and Open Space and sec. 4.0 Schools, Public Lands and Utilities Elements. Soil conditions related to earthquakes and flood hazard from local streams are discussed in sec. 8.0 Seismic Safety and Safety Element. Each of these elements' counterparts in the Technical Supplement may also be consulted for information and background on resource related planning policies.

Still other statutorily required resources do not occur in Dublin's planning area and are therefore not discussed. Specifically, Dublin is an inland city which contains no artificial or natural harbors. Likewise, the planning area contains no fisheries nor mineral extraction areas.

Air quality and wastewater disposal have been the Tri-Valley's most difficult conservation issues affecting urban growth, even with construction of the Livermore Amador Valley Wastewater Management Association (LAVWMA) pipeline, and significantly improved air quality. The extent of anticipated development now draws greater attention to other conservation issues -- conversion of agricultural land to urban uses; loss of open space; hazards posed by development in steep and landslide-prone areas; increased runoff; and erosion and stream siltation. Additionally, the prospect of renewed or intensified air quality and sewage disposal problems accompanies plans approved or under consideration that would result in up to 200,000 jobs in the Tri-Valley.

The planning area includes three zones that are distinct in terms of topography, vegetation, and soils. The urban area within the city's borders and the undeveloped area just north of I-580 east of Tassajara Road form part of the flat valley floor. The land east of Camp Parks Military Reservation and Santa Rita Rehabilitation Center and south of the county line consists of grassy rolling hills with occasional steep slopes, and the westernmost part of the planning area is composed of ridgeland covered primarily by grasslands with oak and woodlands on steep slopes and in winding canyons. (These zones are referred to below as the valley, eastern hills, and western hills portions of the planning area, respectively.)

The western hills form part of the ridgeland extending from Contra Costa to Santa Clara counties, established as an area of regional significance by a 1980 National Parks Service study. The ridgeland have been the subject of preservation efforts over the years, and also have been protected by the difficulty of development on the steep slopes and ridges. The ridgeland of the western hills are characterized by good quality grazing land and woodland and forest habitats with high natural resource values. Perhaps most important, the western hills form part of a greenbelt that rings the Bay Plain, preventing continuous urban spread.

The eastern hills are not as valuable as the western hills in terms of habitat, but do include grazing and hay-growing land of unusual high quality. Throughout the extended planning area, most of the land is under Williamson Act contracts that prohibit development for a minimum of ten years while providing tax advantages to landowners.

7.1 STREAM CORRIDORS AND RIPARIAN VEGETATION

The primary planning area is in the Livermore drainage unit of the Alameda Creek watershed. Of the many streams in this drainage area, one flows through the City -- Alamo Creek. The creek runs along the eastern side of Dublin near Dougherty Road. A major portion of the creek is channelized and remaining sections have mostly been improved as a result of subdivision developments.

The Extended Planning Area lies within other watersheds. Several significant streams traverse the Extended Planning Area -- Hollis Canyon and Martin Canyon Creeks in western Dublin and Tassajara and Cottonwood Creeks in eastern Dublin. Refer to the following documents for information on these water courses (available from the City Planning Department):

Western Dublin Environmental Setting - November 27, 1989
Western Dublin Draft Specific Plan - December, 1991
Western Dublin Draft General Plan Amendment - December, 1991
Western Dublin Draft Environmental Impact Report - December, 1991
Eastern Dublin Environmental Setting - November, 1988
Eastern Dublin Specific Plan, General Plan Amendment and
Environmental Impact Report - to be published in 1992

Guiding Policies

- A. Protect riparian vegetation as a protective buffer for stream quality and for its value as a habitat and aesthetic resource.
- B. Promote access to stream corridors for passive recreational use and to allow stream maintenance and improvements as necessary, while respecting the privacy of owners of property abutting stream corridors.

Implementing Policies

- C. Enforce watercourse ordinance in developed areas of city.
- D. Require open stream corridors of adequate width to protect all riparian vegetation, improve access, and prevent flooding caused by blockage of streams.
- E. Require revegetation of creek banks with species characteristic of local riparian vegetation, where construction requires creekbank alteration.
- F. Complete and adopt the Western and Eastern Dublin General Plan Amendment and Specific Plan Studies in a timely manner.

7.2 EROSION AND SILTATION CONTROL

Guiding Policies

- A. Maintain natural hydrologic systems.
- B. Regulate grading and development on steep slopes.

Implementing Policies

- C. Enact and enforce erosion and sedimentation ordinance establishing performance standards in relation to maintenance of water quality and protection of stream courses.
- D. Enact ordinance requiring on-site runoff control.
- E. Review development proposals to insure site design that minimizes soil erosion and volume and velocity of surface runoff.
- F. Restrict development on slopes of over 30 percent.

7.3 OAK WOODLANDS

Guiding Policy

- A. Protect oak woodlands.

Implementing Policy

- B. Require preservation of oak woodlands. Where woodlands occupy slopes that otherwise could be graded and developed, permit allowable density to be transferred to another part of the site. Removal of an individual oak tree may be considered through the project review process.
- C. Develop a heritage tree ordinance.

7.4 AIR QUALITY

Implementing Policy

- A. Request the Bay Area Air Quality Management District to establish an air quality monitoring station in Dublin.

Information on localized carbon monoxide problems will not be available unless monitoring is conducted within the city.

7.5 AGRICULTURAL LANDS

Guiding Policy

- A. Prevent premature urbanization of agricultural lands. (See Open Space policies, page 7-5.)

Implementing Policy

- B. Approval of urban development shall require findings that the land is suitable for the proposed use and will have adequate urban services; and that conversion to urban use will not have significant adverse effects on adjoining lands remaining under Williamson Act contract.

7.6 ARCHAEOLOGIC AND HISTORIC RESOURCES

Guiding Policies

- A. Continue the City's current efforts to preserve Dublin's historic structures.

Seven sites in the Dublin Planning Area are listed in the California Historic Resources Inventory:

the Green Store
the original Murray School House
the old St. Raymond's Church
the Alviso Adobe
The Amador Adobe
The Green Home and
The Palomares School

Refer to City of Dublin Technical Supplement, January, 1985 for additional information on historic resources in Dublin.

- B. Follow State regulations -- Public Resources Code Sections 21083.2(c) and (d) -- regarding discovery of archaeological sites, and Historic Resources, as defined in Section 5020.1 of the Public Resources Code.

7.7 OPEN SPACE MAINTENANCE/MANAGEMENT

Acquisition of existing open space has been accomplished through Planned Developments and subdivision approvals. Since the existing City is mostly built out, there will be no additional major areas set aside for open space.

In the Western and Eastern Extended Planning Areas, substantial amounts of open space will be designated for open space. Refer to the Western Dublin Specific Plan for additional information. The Specific Plan for eastern Dublin is expected to be completed in 1992. It will contain designated areas of open space and mechanisms for maintenance and management.

In addition, the City's Park and Recreation Master Plan (to be completed in 1992) will contain information on open space acquisition and maintenance.

Guiding Policy

- A. Require open space management and maintenance programs for open space areas established through subdivisions and Planned Development districts. Programs should include standards to ensure control of potential hazards; appropriate setbacks; and management of the open space so that it produces a positive and pleasing visual image.

Implementing Policy

- B. Require that land designated as open space through development approval be permanently restricted to open space use by recorded map or deed.
- C. Require revegetation of cut and fill slopes.
- D. Require use of native trees, shrubs and grasses with low maintenance costs in revegetation of cut and fill slopes.
- E. Access roads (including emergency access roads), arterial streets and collector streets that must pass through open space areas shall be designed to minimize grading to the maximum extent possible so as not to damage the ecological and/or aesthetic value and characteristics of the open space area.
- F. Prohibit development within designated open space areas except that designed to enhance public safety and the environmental setting.
- G. Complete the City's Park and Recreation Master Plan in a timely manner.

Seismic Safety & Safety

8. ENVIRONMENTAL RESOURCES MANAGEMENT: SEISMIC SAFETY AND SAFETY ELEMENT

8.1 SEISMIC SAFETY

Government Code sec. 65302(g) requires safety elements to propose policies and programs to protect communities from unreasonable seismic, geologic, flooding and fire risks. The statute requires that seismic and geologic hazard areas be mapped. It also requires the element to address evacuation routes, peakload water supply, minimum road widths and structural clearances for geologic and fire hazards identified in the element.

Accordingly, Dublin's Seismic Safety Element assesses the risk of ground shaking, rupture, and failure due to earthquakes. The element discusses landslide, subsidence and liquefaction hazards. It also discusses flooding, and urban and wildland fires. Related discussion and analysis of these hazards is located in the Technical Supplement, sec. 4.1 Conservation Element and sec. 4.2 Seismic Safety and Safety Element.

The planning area offers examples of most of the geologic hazards commonly found in California, but only two -- downslope movement (mainly landslides) and earthquake fault surface rupture -- are significant constraints on the location of urban development. Downslope movement includes landslides, rockfalls, debris flows, and soil creep. Factors affecting downslope movement are groundwater, rock and soil type, slope angle, propensity to erosion, seismic activity, vegetation, and grading or other human alterations.

The Calaveras Fault is the major active fault in the planning area with rupture potential and runs parallel to and just west of San Ramon Road. The Pleasanton Fault, near the west edge of Camp Parks, is difficult to locate precisely. The State has established Alquist-Priolo Special Studies Zones along both faults, requiring detailed studies of rupture hazards prior to construction.

Few potential building sites within the City of Dublin or the extended planning area are without geologic impact or hazard. The hazard may be actual, such as an active landslide or proximity to an active fault, or potential, such as a proposed cut that might activate a landslide. Mitigation of hazards may increase construction cost, but will reduce long-term costs to both property owners and the city.

Guiding Policy

- A. Geologic hazards shall be mitigated or development shall be located away from geologic hazards in order to preserve life, protect property, and reasonably limit the financial risks to the City of Dublin and other public agencies that would result from damage to poorly located public facilities.

Implementation Policies

8.1.1 Structural and Grading Requirements

- A. All structures shall be designed to the standards delineated in the Uniform Building Code and Dublin grading ordinance. A "design earthquake" shall be established by an engineering geologist for each structure for which ground shaking is a significant design factor.

- B. Structures intended for human occupancy shall be at least 50 feet from any active fault trace; freestanding garages and storage structures may be as close as 25 feet. These distances may be reduced based on adequate exploration to accurately locate the fault trace.
- C. Generally, facilities should not be built astride potential rupture zones, although certain low-risk facilities may be considered. Critical facilities that must cross a fault, such as oil, gas, and water lines, should be designed to accommodate the maximum expected offset from fault rupture. Site specific evaluations should determine the maximum credible offset.

8.1.2 Required Geotechnical Analyses

- A. A preliminary geologic hazards report must be prepared for all subdivisions. Any other facility that could create a geologic hazard, such as a road or a building on hillside terrain, must also have such a study. Each of the hazards described in the Seismic Safety and Safety Element must be evaluated. This hazard analysis shall be prepared by a registered engineering geologist.
- B. Detailed geologic studies will be required at the tentative subdivision map stage for all projects within the Landslide Hazard Area Boundary on the Geologic Hazards and Constraints map, and for other proposed projects if the preliminary investigation indicates a potential geologic hazard. Proposals for mitigation should be included at this stage. The detailed analysis for projects in the Landslide Hazard Area Boundary must consider:
 - cumulative effect of new development on a partially developed slide;
 - effects of septic leach systems, garden watering, and altered drainage patterns;
 - impact of a maximum credible earthquake;
 - where applicable, passage of the Calaveras Fault through or under landslide deposits;
 - debris flow and other downslope hazards (especially common east of Dublin). Care must be taken not to locate structures in the path of potential debris flows.
 - Where published maps identify or show "ancient" or Quaternary slides on sites of proposed development, their stability must be analyzed, and effects of the proposed development on the area's stability must be evaluated by a soils engineer.
- C. If the preliminary report indicates liquefaction potential, an engineering analysis and design, if necessary, to mitigate liquefaction hazards, shall be required for all structures planned for human occupancy.
- D. Evaluation for shrink-swell potential shall be included with all soils reports and design recommendations formulated where the potential is present. These analyses and recommendations shall include public streets and utilities, in order to reduce future public repair costs.
- E. A fault rupture evaluation, as outlined by the State of California for Special Studies Zones (Alquist-Priolo Act), shall be required for all development within the Revised Special Studies Zones as shown on the Geologic Hazards and Constraints map. The fault rupture evaluation should be conducted after building sites are specifically defined. Sites situated outside of this zone but within the Preliminary Zones (Slossen, 1973) shall be evaluated if proposed for multi-family dwellings or for public or recreational facilities.
- F. Any changes in grading or building design that would be significantly affected by geologic hazards or soils conditions, or in turn would significantly alter geologic or soils conditions, shall

be accompanied by a re-analysis of those conditions. In addition, any conditions discovered during excavation or grading that significantly depart from the previously described geologic and soils setting shall be evaluated.

8.1.3 Existing Structures

- A. Post-earthquake or damage reconstruction of existing structures shall be permitted only if mitigating factors are incorporated.

8.1.4 Data Review and Collection

- A. A procedure to review all required reports and data shall be established with the Alameda County Geologist or a consulting engineering geologist shall be retained as reviewer. This individual shall participate in the review process from the earliest proposal stage to completion of the project.
- B. A file of all geologic and soils reports and grading plans shall be maintained as reference material for future planning and design on each site as well as on adjacent sites.
- C. City and developer shall endeavor to fully disclose hazards to present and future occupants and property owners.

8.1.5 Earthquake Response Plan

- A. In 1978 Alameda County adopted an Earthquake Response Directive to be incorporated in the County Emergency Operations Plan (updated March 1980). The directive applies fully to the unincorporated area and to eight contract cities. Dublin will adopt its own multi-hazard response plan.
- B. The City will prepare a route plan for evacuation of Dublin in the event of a major seismic event.

8.2 SAFETY

Policies relating to landslides, a significant geologic hazard, are included in the seismic safety element, although not all slides are likely to be induced by earthquakes. Fire, flood, and hazardous materials are the remaining safety concerns addressed in the General Plan.

8.2.1 Emergency Preparedness Guiding Policy

- A. Develop an emergency preparedness plan in coordination with other public agencies.

8.2.2 Fire Hazard and Fire Protection

The Dougherty Regional Fire Authority (DRFA) provides urban fire protection with a sworn staff of 50 responding to over 1,250 calls per year from two stations. The "3" insurance rating given to the District is the best reasonably achievable.

For fire protection, the Authority requires 1,500 gallons per minute for two hours, which equates to 180,000 gallons. Dublin San Ramon Services District (DSRSD) supplies water to the City of Dublin. Currently, the District has a capacity of 10,500 gallons per minute. On a peak day, 5,250 gallons per

minute is used for domestic purposes, leaving 3,750 gallons per minute for fire fighting or other uses. According to the Fire Authority, there has been sufficient water to accommodate fire calls in the City of Dublin. (Personal Communication, Harold Ritter, former Fire Chief, Dougherty Regional Fire Authority, January 23, 1992.)

Steep, inaccessible slopes and brush create a high fire hazard in the western hills. Major personnel and equipment additions would be needed to protect development in the extended planning area. DRFA does currently provide protection to Camp Parks Military Reservation and to Santa Rita Rehabilitation Center under contract with the County of Alameda.

Guiding Policy

- A. Require special precautions against fire as a condition of development approval in the western hills outside the primary planning area.

Implementing Policies

- B. A fire protection buffer zone shall be provided around the perimeter of residential development situated adjacent to undeveloped open space land.
- C. Enact a high hazard ordinance specifying sprinklers for all habitable structures beyond five minutes response time from a station.
- D. Continue to enforce the City's Fire Safe Roof and Spark Arrestor ordinances.

Guiding Policy

- E. Prepare and implement a plan for facilities and personnel at one or more fire stations east of Tassajara Road as a condition of development approval in the Eastern Extended Planning Area.

8.2.3 Flooding

Figure 8-2 delineates flood prone areas in the existing City limits. The areas shown identify the 100 and 500 year flood zones. Since this map was published, the City has implemented some downstream improvements and the map will ultimately be amended by the Flood Emergency Management Agency.

Most of the areas in the 100 year flood plain have been built upon. Any new construction in flood prone areas is required to construct the floor above the floodplain level, per the requirements of the City Public Works Department.

Flooding has not been a major problem in Dublin. In 1983, heavy storms carried debris down from the western hills blocking drains and causing flooding of backyards and several homes in the Silvergate area. Drains were cleaned and the situation was alleviated.

Some channel improvements were made in the Scarlett Court area in 1983 and improvements were also implemented along Alamo Creek, adjacent to Dougherty Road. There are currently (as of January 1992) no major flood improvement projects needed or planned for the City of Dublin.

Guiding Policy

- A. Regulate development in hill areas to minimize runoff by preserving woodlands and riparian vegetation. Retain creek channels with ample right-of-way for maintenance and for maximum anticipated flow.

Implementing Policies (See also Conservation Element policies, page 7-3.)

- B. Require dedication of broad stream corridors as a condition of subdivision approval.
- C. Protect riparian vegetation and prohibit removal of woodlands. Removal of an individual oak tree may be considered through the project review process.
- D. Require drainage studies of entire small watersheds and assurance that appropriate mitigation measures will be completed as needed prior to approval of development in the extended planning area.
- E. Continue to participate in the Federal Emergency Management Agency's (FEMA) flood insurance program.
- F. Prepare an annual update of flood prone areas and related issues and present to the City Council for their information and appropriate action, if any.

8.2.4 Hazardous Materials

Hazardous materials are transported on the freeways and some are used by Dublin industries. DSRSD, Fire Department and the Dublin Police Department form the City's hazardous materials team.

Guiding Policy

- A. Maintain and enhance ability to regulate use, transport, and storage of hazardous materials and to quickly identify substances and take appropriate action during emergencies.

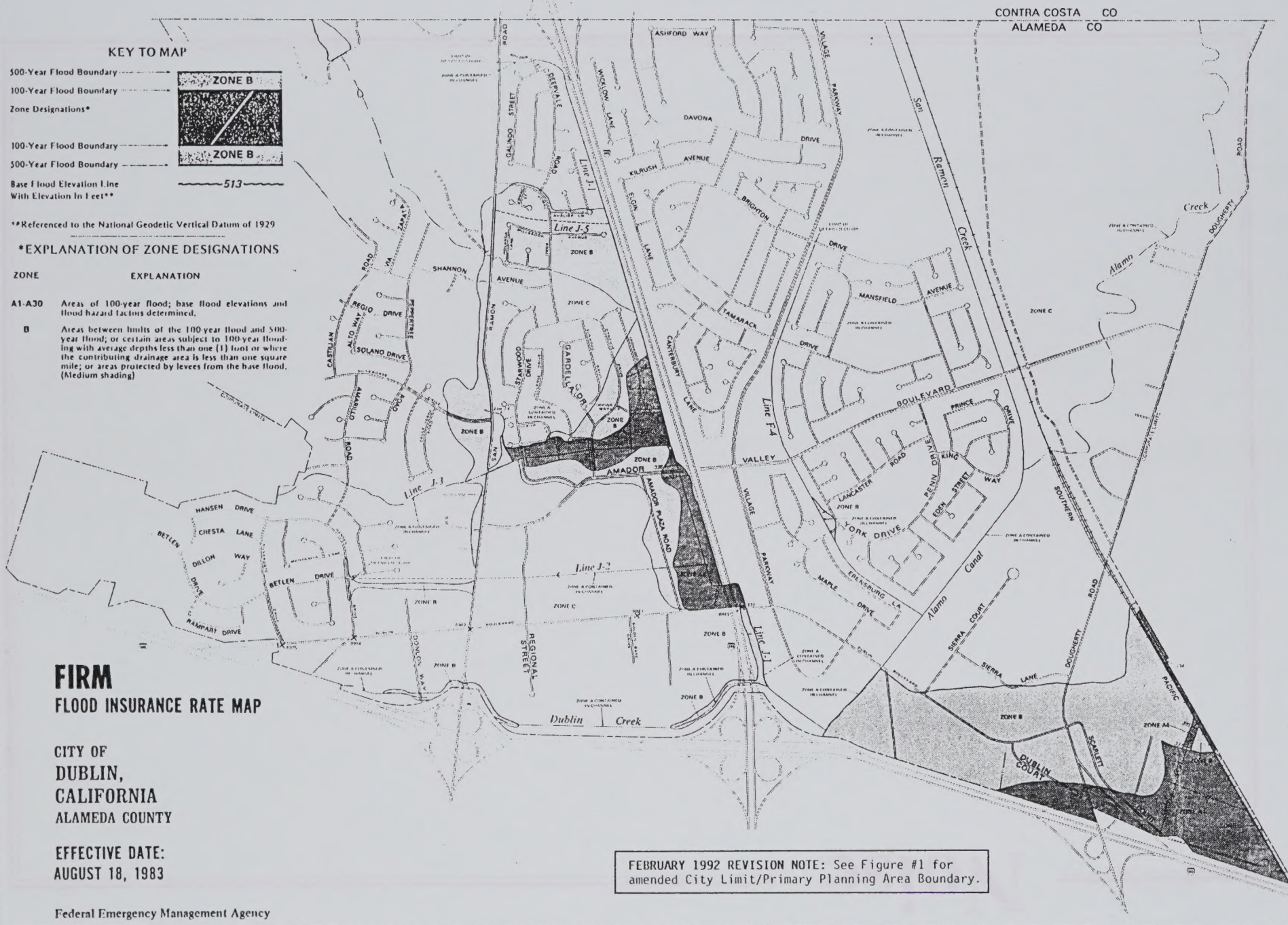
Implementing Policy

- B. Consider formation of a hazardous materials team consisting of specially trained personnel from all Tri-Valley public safety agencies.
- C. Implement the Alameda County Hazardous Waste Management Plan, when it is approved by the State.
- D. Adopt an ordinance to regulate handling, transport, and storage of hazardous materials and hazardous waste.

Dublin General Plan



FIGURE 8-2



Noise

9. ENVIRONMENTAL RESOURCES MANAGEMENT: NOISE ELEMENT

Government Code sec. 65302(f) outlines statutory requirements for noise elements. Recognizing the State Office of Noise Control (ONC) guidelines, noise elements must quantify current and projected noise levels for local noise sources. Among the noise sources to be evaluated are highways, freeways, arterials and major streets, railroads and rapid transit systems, airports and heliports, industrial plants, and any other local sources.

Traffic noise and potential light rail noise are the only major noise sources in Dublin's planning area. The focus of this noise element, therefore, is the effect of traffic and transit noise on locating categories of land use and developing projects within those categories. Information supporting the adopted noise policies is located in the corresponding Noise Element section of the Technical Supplement. The planning area contains no railroads, airports, heliports or industrial plants. Since these noise sources are not a factor in Dublin's planning, they are not addressed.

Traffic is the primary source of continuous noise in Dublin. Noise exposure contours have been plotted for 1983 (based on noise measurements and current traffic data) and projected to 2005 based on traffic volume increases (see Figures 9-1 and 9-2). The Community Noise Equivalent Level (CNEL) described 24-hour average noise levels measured in decibels (dB) taking account of the increased sensitivity of people to noise during evening and nighttime hours. Sound levels between 7:00 and 10:00 p.m. are penalized 5 dB and those between 10:00 p.m. and 7:00 a.m. are penalized 10 dB. The dB scale is logarithmic; a 3 dB difference normally is discernable and a 10 dB increase is subjectively heard as a doubling in loudness.

The other potential significant noise source is the two proposed BART stations. Based on best available information (as of January 1992) one station will be located in downtown Dublin, near existing commercial development. The other station will be located on Alameda County property, west of the Hacienda interchange.

Noise impacts from these two stations were addressed in the "Draft Environmental Impact Report - Dublin/Pleasanton Extension Project," September 1989. This document was certified on February 8, 1990. A copy of this document is available from the City Public Works Department. No areas near the Dublin stations were identified where noise or vibration would exceed acceptable standards.

The Land Use Compatibility Table provides the basis for decisions on location of land uses in relation to noise sources, and for determining noise mitigation needs. For noise issues in the Western and Eastern Dublin Extended Planning Areas, refer to the individual specific plan and environmental documents being prepared for these areas. These documents are expected to be completed and adopted in 1992.

Guiding Policy

- A. Where feasible, mitigate traffic noise to levels indicated by Table 9.1: Land Use Compatibility for Community Noise Environments.

Implementing Policies

- B. Request Caltrans to provide noise walls at least seven feet high along both sides of I-680 between Amador Valley Boulevard and the Alcosta interchange when additional freeway lanes are constructed.

Future noise, if not mitigated, will subject about 2,700 residents to levels exceeding 65 CNEL. The noise wall would reduce noise by 10 dB, making this the most cost-effective noise reduction project in Dublin. Actual wall height would be determined during project design.

- C. Encourage homeowners west of San Ramon Road who are affected by I-580 noise to construct noise barriers on their properties where these would be effective and require such barriers for new development. This policy also applies to sites adjoining the west side of San Ramon Road at higher elevations.

Where the noise source is below the receptors, only barriers near the receptor will be effective. About 5 dB noise reduction could be achieved.

- D. Support unified action by residential owners on the east side of San Ramon Road and along Village Parkway to install, repair, or extend noise barriers.

Much of this frontage was developed before effective noise barriers were required as a condition of subdivision approval. Because construction for a single lot is costly, relatively ineffective, and potentially unattractive, the City should assist in the formation of assessment districts or otherwise promote group action where there is consensus that a problem exists.

- E. Design Dougherty Road improvements and adjoining residential development for compliance with noise standards.

This corridor offers the opportunity to do it right the first time without continuous walls. Berms, open space, garages near the road, and noise-conscious site planning can be used.

- F. Noise impacts related to all new development shall be analyzed by a certified acoustic consultant.

Conditionally acceptable exposure requires noise insulation features in building design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Source: California Office of Noise Control, 1976, as modified by Charles M. Salter Associates, Inc.

- G. Request demonstration of ability to mitigate noise prior to approval of light rail or bus service in the Southern Pacific Right-of-Way Transportation Corridor.

A depressed rail line or noise walls close to the tracks could make light rail a good neighbor.

- H. Review all multi-family development proposals within the projected 60 CNEL contour for compliance with noise standards (45 CNEL in any habitable room) as required by State law.

Because the General Plan designates almost all residential sites subject to 60 or greater CNEL for multi-family development, this standard will be effective in Dublin. Project designers may use one or more of four available categories of mitigation measures: site planning, architectural layout (bedrooms away from noise source, for example), noise barriers, or construction modifications.

TABLE 9.1

**LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS
COMMUNITY NOISE EXPOSURE (dB)**

<u>Land Use Category</u>	<u>Normally Acceptable</u>	<u>Conditionally Acceptable (Noise Insulation) Features Required</u>	<u>Normally Unacceptable</u>	<u>Clearly Unacceptable</u>
Residential	60 or less	60 - 70	70 - 75	Over 75
Motels, hotels 60 or less	60 - 70	70 - 80	Over 80	
Schools, churches, nursing homes 60 or less	60 - 70	70 - 80	Over 80	
Neighborhood parks	60 or less	60 - 65	65 - 70	Over 70
Offices: retail commercial	70 or less	70 - 75	75 - 80	Over 80
Industrial	70 or less	70 - 75	Over 75	



Source: Charles M. Salter and Associates, Inc.

0' 2000'

1983 Noise Exposure Contours

9-5



Figure 9-2

Appendix

APPENDIX A

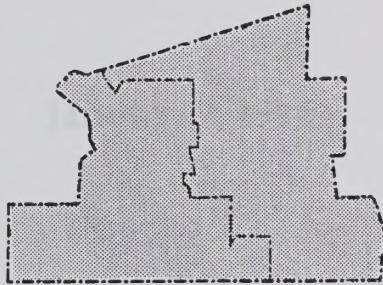
Previous General Plan Amendments

The following amendments have been made to the Dublin General Plan since its adoption in 1985.

	Approval <u>Dates</u>
Downtown Specific Plan Resolution No. 55-87	7/21/87
Hansen Hill Ranch Resolution No. 21-89	2/27/89
Civic Center Resolution No. 81-89	6/26/89
Donlan Canyon Resolution No. 98-89	8/14/89
Revised Housing Element Resolution No. 74-90	6/11/90
Dougherty Regional Fire District Resolution No. 86-91	8/26/91
Dublin Meadows/JL Construction (Housing Element Revision) Resolution No. 92-91	9/9/91

FINAL

**Eastern Dublin General Plan
Amendment**



**CITY OF DUBLIN
CALIFORNIA**

JANUARY 7, 1994

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Final

GENERAL PLAN AMENDMENT
for
Eastern Dublin

January 7, 1994

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Chapter 1: Introduction

1.1 Background and Rationale for General Plan Amendment

Dublin's current General Plan was adopted in 1985, and has undergone a number of amendments since that time. The General Plan includes site-specific policies for the central part of Dublin (the Primary Planning Area). However, the Planning Area for ultimate growth in Dublin also includes large areas to the east and west of the current built-up area of the City. These locations are called the Extended Planning Area.

At the time the General Plan was adopted, there were no proposals for development in the Extended Planning Area, and land was still available for additional growth in the Primary Planning Area. However, in recognition of future needs for expansion, the General Plan established basic policies for addressing future expansion into these areas. The Plan notes that, for the Extended Planning Area, "The location, extent, and density of residential development will be determined when municipal services can be provided and through General Plan refinement studies."¹ The General Plan also states that "many or most development proposals in the extended planning area will require a General Plan amendment."²

The current planning program in eastern Dublin is in keeping with the original direction provided by the General Plan. This related General Plan Amendment thus is a logical outgrowth of the City's earlier planning efforts.

1.2 The Planning Process for Eastern Dublin

Detailed planning efforts in eastern Dublin began in 1988, in response to proposals for development in that area. The City contracted with Wallace Roberts & Todd to prepare a general plan amendment, specific plan, and environmental impact report addressing the development potential for the area that lies east of Camp Parks, otherwise referred to as eastern Dublin. The planning for this area has involved an extensive process of data collection, environmental analysis, alternative land use formulation and evaluation, and plan development. Throughout the process the City Council, Planning Commission, planning area landowners, and the general public have been invited to comment on the direction of the planning process. The planning process will result in three (3) principal documents:

Eastern Dublin General Plan Amendment. The General Plan Amendment identifies those changes (additions, deletions, revisions, updates, etc.) in the General Plan that are necessary to make the proposed land use plan for eastern Dublin consistent with overall City planning policy, and to expand the City's Sphere of Influence eastward to include the Doolan Canyon area.

¹Dublin General Plan, page ii (Figure 2).

²Dublin General Plan, page 2.

Eastern Dublin Specific Plan. The Eastern Dublin Specific Plan includes detailed policies for development and conservation of land in eastern Dublin, including land use, circulation, infrastructure, financing, and other issues. The Specific Plan supplements the General Plan by providing a more detailed policy framework for development. The Specific Plan includes roughly the western half of the General Plan Amendment Area (i.e., primarily lands that are currently within the City's Sphere of Influence).

Eastern Dublin Environmental Impact Report (EIR). The EIR reviews the environmental effects of both the General Plan Amendment and the Specific Plan.

1.3 The Eastern Extended Planning Area

Figure 5 from the existing General Plan shows the location and extent of the Eastern Extended Planning Area. It is important to note that the focus of the General Plan Amendment has been on developing policies to accommodate development in the area east of Camp Parks. While the GPA does not propose any land use changes for the Parks Reserve Forces Training Area or the Santa Rita Rehabilitation Center, the policies and land use designations proposed in the GPA would, upon adoption, apply to all of the Eastern Extended Planning Area. In addition, the General Plan Amendment extends the planning area easterly of the area mapped in the 1985 General Plan. As shown in Figure 5, the General Plan Amendment area extends eastward to include all of the Doolan Canyon area, roughly 3,600 acres. Alameda County LAFCO has yet to decide whether the Doolan Canyon area will be included in the City of Dublin's Sphere of Influence. However, the City has included the area within its planning boundary as it bears a direct relationship to the rest of the GPA study area.

General characteristics of the Eastern Extended Planning area include the following:

Location. The General Plan Amendment Area extends from Camp Parks and the Santa Rita Rehabilitation Center east to the ridgeline between Doolan Road and Collier Canyon Road, and north from I-580 to the Alameda/Contra Costa County line.

Area. The General Plan Amendment Area includes 6,919.9 acres.

Existing Site Characteristics. The area is characterized by flat valley bottom lands along I-580, which rise as much as 600-900 feet to form a series of northwest-southeast trending ridgelines. The existing grasslands, which have been used primarily for cattle grazing and dry farming, are virtually treeless except along Tassajara Creek, and a short stretch along Cottonwood Creek. Both creeks flow north-south through the General Plan Amendment Area. A limited number of rural residences are located in the General Plan Amendment Area, primarily along Tassajara Road and Doolan Canyon Road. The largest area of development consists of the former Santa Rita Rehabilitation Center facilities and the former Naval Hospital located in the southwestern portion of the site.

Ownership Patterns. The General Plan Amendment Area consists of 66 parcels, most of which are relatively large. Five parcels are more than 500 acres in size. Over half the GPA Area is controlled by five owners. Eighteen of the parcels are 20 acres or less, and most of these have been created to accommodate single-family homes.

1.4 Policies for the Eastern Extended Planning Area

The General Plan has an established format where some policies apply throughout the entire Dublin Planning Area, while other policies are directed only to the Primary Planning Area or Extended Planning Area. This General Plan Amendment continues this selective policy approach.

This document is not intended to serve as a comprehensive general plan update for Dublin. Instead, the General Plan Amendment for Eastern Dublin provides necessary text and map revisions to establish consistency between the General Plan and the Eastern Dublin Specific Plan, and to update certain information in the General Plan.

1.5 How to Use This Document

Chapter 2 includes the actual text and figure revisions which constitute the Eastern Dublin General Plan Amendment. Typically, to provide context for the amendment, the entire section or subsection of the current General Plan is included. Changes to the existing General Plan have been marked as follows:

- Additions to the General Plan proposed in the Eastern Dublin GPA are noted in a shaded pattern (e.g., **change**)
- Deletions are identified by a "strikeout", with a solid line through the text to be deleted.
- Material in brackets is explanatory information which is not part of the amendment.

The full text of the current General Plan is available for review at the Dublin Planning Department.

Chapter 2: General Plan Amendment for Eastern Dublin

[AMENDMENT 1.4: PRIMARY PLANNING AREA AND EXTENDED PLANNING AREA]

1.4 PRIMARY PLANNING AREA AND EXTENDED PLANNING AREA

The General Plan includes site-specific policies for the area within the 1982 City boundaries and for the developable land immediately to the west (the primary planning area).

The extended planning area has two components. The Eastern Extended Planning Area is located east of Dublin's built-up area while the Western Extended Planning Area is located along the north side of I-580, to the west of existing development in Dublin. It is essential that the City of Dublin has established guiding policies for the Eastern Extended Planning Area because it "bear(s) relation to its planning," regardless of when or whether portions are annexed to the City. With the city limits of San Ramon and Pleasanton to the north and south, the Extended Planning Area represents the City's only remaining options for significant future growth.

Eastern Extended Planning Area

Policies for the 15 square miles constituting the Extended Planning Area are conceptual because the information available on environmental constraints, means of providing services, and landowners' intentions is not sufficient to warrant adoption of more specific policies at this time. Text policies take precedence because mapped policies are in schematic form. Many or most development proposals in the Extended Planning Area will require a General Plan amendment, but if they are consistent with the text policies, the hearing process will focus mainly on the suitability of the specific site for the type and timing of development proposed.

The eastern planning area represents the largest remaining area available for future development in Dublin. The 6,900-acre area east of Camp Parks will permit the eventual expansion of urban development in order to accommodate the healthy growth of the community. Separated as it is from the main portion of Dublin by Camp Parks, the Eastern Extended Planning Area represents a unique opportunity and challenge to plan a distinctive, well-balanced community that complements the existing city. The extension of Dublin Boulevard will be the physical link that connects the eastern planning area with the rest of Dublin, but the variety of development projected for eastern Dublin is seen as an opportunity to enhance the residential, employment, retail, recreation, and cultural character of the entire city.

It is the intent of the City of Dublin to ensure the responsible and environmentally sensitive development of the eastern planning area from both a local and a regional perspective. On the local level, development will be required to respond to community needs for housing, employment, and leisure opportunities and to the natural constraints of the area. Visually sensitive ridgelines and biologically sensitive habitat areas will be protected and incorporated into an open space system that will preserve the key elements of the area's physical character. Development intensities will be higher in the more level areas in the valley, with lower densities in the hill areas. Hillside grading will be carefully regulated to discourage major alteration of distinctive hill forms. Commercial and employment-generating uses will be located near the freeway and transit lines to facilitate efficient transportation.

The City encourages a balance of employment and housing opportunities in the area in terms of both quantity and economic characteristics in order to reduce the import or export of labor that results in increased traffic congestion and air pollution. Development patterns will be encouraged that support the use of transit, both on a local and regional level.

The General Plan includes policies which are specifically geared to the unique qualities and opportunities of this section of the City. However, a Specific Plan(s) will be required before any development is approved in the Eastern Extended Planning Area. The Specific Plan(s) shall include policies and action programs which further the goals and policies of the General Plan and are designed specifically for the eastern Dublin area.

[AMENDMENT 1.8.1: LAND USE CLASSIFICATION.]

Primary Planning Area

Residential

Residential: Single-family (0.9 to 6.0 units per gross residential acre). This classification primarily accommodates D detached and zero lot line (no side yard) units in the Eastern Extended Planning Area. Second attached or detached units on individual parcels are also included under the provisions of the Housing Element and the Eastern Dublin Specific Plan. are within this density range. Assumed household size is 3.2 persons per unit. Examples are recent subdivisions in Dublin's western foothills at about 2.0 units per acre and Ponderosa Village at 5.8 units per acre.

Residential: Medium Density (6.1 to 14.0 units per gross residential acre). The range allows detached, zero-lot line, duplex, townhouse, and garden apartment development suitable for family living. Except where mixed dwelling types are designated, unit types and densities may be similar or varied. Where the plan requires mixed dwelling types, listed policies specific to the site govern the location and distribution of dwelling types. Assumed household size is two persons per unit. Recently reviewed projects in the medium density range include Parkway Terrace (7.8) and Amador Lakes west of the Dougherty Hills (13.4).

Residential: Medium-High Density (14.1 to 25.0 units per gross residential acre). Units in this density range will all be attached. Development prototypes can include duplexes, tri-plexes, quadriplexes, townhouses, flats, and garden apartments, and can be either rental or for sale units. Projects at the upper end of this range may normally will require some under-structure parking and will may have three or more living levels in order to meet zoning ordinance open space requirements. Assumed household size is two persons per unit. Examples of medium-high density projects include The Springs (17.8) and Greenwood Apartments (19.8)

[No changes are proposed to the non-residential classifications.]

Eastern Extended Planning Area

Residential and Open Space

See General Plan Map and Sections 2.1.4, 3.1, 3.2, and 3.3 Residential designations for the Single Family, Medium Density, and Medium-High Density categories in the Primary Planning Area are applicable in the Eastern Extended Planning Area. The following additional residential designations have been developed to respond specifically to conditions in the Eastern Extended Planning Area.

Residential: Rural Residential/Agriculture (1 unit per 100 gross residential acres). Accommodates agricultural activities and other open space uses, such as range and watershed management, consistent with the site conditions and plan policies. This classification includes privately held lands, as well as public ownerships not otherwise designated in the plan for Parks, Open Space, or Public/Semi-public uses. Assumed household size is 3.2 persons per unit.

Residential: High Density (25.1 units or more per gross residential acre). Projects in this category are intended for downtown and urban core areas. Projects within this density range must meet the majority of their parking requirements with under-structure parking. With careful design, densities of up to 80 units per acre can be achieved without exceeding four stories in height. Assumed household size is 2.0 persons per unit.

Commercial/Industrial

General Commercial (.20 to .60 Floor Area Ratio). This designation accommodates a range of regional- and community-serving retail, service, and office uses. Uses anticipated in this designation include, but are not limited to: retail uses, including major community-serving uses (e.g., supermarkets, drug stores, hardware stores, apparel stores, etc.) and regionally-oriented retail uses (e.g., high-volume retail uses such as discount centers, promotional centers, home improvement centers, furniture outlets, and auto malls); all office uses; hotels; banks; service uses; and restaurants and other eating and drinking establishments. Mixed use projects incorporating retail, service, and/or office uses are encouraged, with residential uses also allowed as part of the mix when location and design ensure compatibility.

Neighborhood Commercial (.25 to .60 Floor Area Ratio). This designation provides for the creation of community- and neighborhood-oriented commercial centers that serve the retail, service, and entertainment needs of the community. Uses anticipated within this designation include, but are not limited to: office uses which provide neighborhood and citywide services such as real estate, accounting, legal, etc.; local-serving commercial services such as laundries, dry cleaners, beauty salons, finance, video rentals, etc.; all local and community serving retail (but not regionally-oriented, high volume retail sales establishments); restaurants and bars; hotels and bed-and-breakfast inns which are consistent with the scale and character of the commercial street; and entertainment and cultural facilities. Mixed-use projects incorporating combinations of commercial, service, office, and/or residential uses are strongly encouraged.

Campus Office (.25 to .80 Floor Area Ratio, see text below for FAR near BART). This designation is intended to provide an attractive, campus-like setting for office and other non-retail commercial uses that do not generate nuisances related to emissions, noise, odors, or glare. Anticipated uses include, but are not limited to the following: professional and administrative offices; administrative headquarters; research and development; business and commercial services, and limited light manufacturing, assembly and distribution activities. Ancillary uses which provide services to businesses and employees in the Campus Office area are permitted. These uses include restaurants, gas stations, convenience shopping, copying services, branch banks, and other such services. Under special circumstances (e.g., where a mixed-use development would decrease potential peak-hour traffic generation, meet a specific housing need, encourage pedestrian access to employment and shopping, or create an attractive, socially-interactive neighborhood environment), residential uses may be permitted as part of a masterplanned mixed use development. In such developments, the residential component would not be permitted to occupy more than 50% of the developed area.

A floor area ratio of up to 1.2 may be granted for land adjacent to the Eastern Dublin BART station at the discretion of the City Council.

Note: There are two areas indicated on the land use map that could develop with either general commercial or campus office uses. This flexibility has been provided in these key areas to

respond to changing market conditions that may occur in the future. The shift from campus office (the underlying land use designation) to general commercial would only be permitted if the established traffic levels of service are not exceeded. Appropriate traffic studies may need to be conducted in order for the City to make the proper determination regarding traffic levels of service.

Industrial Park (.35 Maximum Floor Area Ratio. See text below for exceptions). This designation accommodates a wide variety of minimum-impact, light industrial uses. Uses anticipated within this designation include, but are not limited to the following: manufacturing, processing, assembly, fabrication, research and development, printing, warehouse and distribution, wholesale and heavy commercial uses, provided the activities do not have significant external effects in the form of noise, dust, glare, or odor. Uses requiring outdoor storage and service yards are permitted in this designation as long as they do not have adverse effects on surrounding uses. Residential uses are not permitted within this designation. Warehousing uses may go as high as 0.50 FAR at the discretion of the City Council.

Public/Semi-Public/ Open Space

Public/Semi-Public Facilities (.50 Maximum Floor Area Ratio). This designation identifies areas where governmental or institutional type uses are anticipated. Such uses include public buildings such as schools; libraries; city office buildings; State, County and other public agency facilities; post offices; fire stations; and utilities. Semi-public uses such as churches, theaters, community centers, and hospitals are also permitted in this designation. Parks are not included under this designation. The designation generally applies to parcels of land owned by a public entity or governmental agency.

Parks/Public Recreation. Publicly-owned parks and recreation facilities.

Open Space. Open space lands are those areas shown as open space on the land use map (Figure 2B) and other areas dedicated to the City as open space on subdivision maps. The intent of this designation is to ensure the protection of those areas with special significance such as areas with slopes over 30 percent; stream and drainageway protection corridors; woodlands; and visually-sensitive ridgelines. The City may allow only open space uses on this land. Equestrian, riding, and hiking trails will be encouraged. Other types of recreational uses, agriculture and grazing may be permitted where appropriate.

~~Business Park/Industrial: Low Coverage. This classification is intended to provide a campus-like setting with open plazas and landscaped pedestrian amenities for the uses described in the Business Park/Industrial classification for the Primary Planning Area and to allow retail uses to serve businesses and residents. Maximum floor area ratio (building floor area as percent of lot area) to be determined by zoning regulations should be between .25 and .37.~~

~~See General Plan Map and Section 2.3.4.~~

~~Business Park/Industrial. Same as in Primary Planning Area.~~

Public Lands

Large holdings such as Parks RFTA, Santa Rita, and Tassajara Creek Regional Park.

[AMENDMENT 2.0: LAND USE ELEMENT]

2.0 LAND USE AND CIRCULATION SECTION: LAND USE ELEMENT

The Land Use Element contains policies for the location and intensity of residential, commercial, and industrial land uses. Policies relating specifically to open space, parks and schools appear under those headings.

Because 90 percent of most of the primary planning area has been developed since 1960 or has development approvals; therefore, the Land Use Element focuses on the remaining uncommitted sites and on the potential for more intensive use of partially developed sites. Land use changes in the extended planning area will be more dramatic, but urban development there is likely to occur mainly after the mid-1990's.

The primary planning area is expected to be built-out within ten years, adding 3,500 housing units, 8,400 residents, and 2,400 jobs to the 1983 totals. Except for downtown intensification, the General Plan does not envision highly visible changes in Dublin the primary planning area, but it does provide for more than a 60 percent gain in population. Housing unit and population projections for the primary and extended planning areas are presented in the tables on the following page.

Eastern Dublin Extended Planning Area

Figure 2B illustrates generalized land uses and circulation for the Eastern Extended Planning Area that lies east of Camp Parks. This area includes approximately 6,900 acres. The Eastern Extended Planning Area is projected to build out over the next 30-40 years, adding roughly 13,930 new housing units to the City. Buildout is projected to increase the City's population by approximately 32,500 people and add 28,100 new jobs. The Future Study Area designation on the General Plan map is an indication of the City of Dublin's interest in the area and the need for additional studies of environmental constraints, future land uses, infrastructure, and other issues. No land use determinations would be made in this designation until more information is available to determine the most suitable type of development or preservation for the area.

Table 2A summarizes land use characteristics for the Eastern Extended Planning Area east of Camp Parks. As shown in the table, residential land uses will predominate in terms of acreage. However, the very low density Rural Residential/Agriculture designation, which comprises over half of the residential acreage, will remain primarily as open space. A much wider variety of housing opportunities, in terms of densities, will be provided in the Eastern Extended Planning Area than are currently available in the City, although the majority of the housing units will remain single family in character. A broad range of non-residential uses, including retail commercial, service commercial, office, and industrial uses, are proposed for the Eastern Extended Planning Area in order to provide for the employment, service and shopping needs of the community. Major parks are designated in the area to meet the needs of the Eastern Extended Planning Area, and be available to the entire city.

The Plan allows some low and medium density residential uses within the Livermore Airport Protection Area (APA) if, at the time of rezoning, the residential designations are not inconsistent with the APA. If, at the time of rezoning, the residential designations are

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**Table 2A: LAND USE SUMMARY
EASTERN DUBLIN GENERAL PLAN AMENDMENT AREA**

Classification	Acres	Intensity*	Units	Factor	Yield
RESIDENTIAL		Du's/acre	Du's	Persons/du	Population
High Density	69.9	35	2,447	2.0	4,894
Medium-High Density	134.0	20	2,680	2.0	5,360
Medium-Density	486.3	10	4,863	2.0	9,726
Single Family	977.0	4	3,908	3.2	12,505
Rural Residential/Agriculture	842.5	.01	8	3.2	25
TOTAL:	2,509.7		13,906		32,510
COMMERCIAL		Floor Area Ratio (Gross)	Square Feet (millions)	Sq. Ft/ Employee	Jobs
General Commercial	289.3	.35/.25	3.435	510	6,735
Neighborhood Commercial	69.7	.35/.30	.980	490	2,000
Campus Office	216.9	.75/.35	3.952	260	15,200
Industrial Park	125.8	.25	1.370	590	2,322
TOTAL:	701.7		9.737		26,257
PARKS AND PUBLIC RECREATION					
City Park	56.3		1 park		
Community Park	126.7		2 parks		
Neighborhood Park	62.2		10 parks		
Neighborhood Square	13.3		7 parks		
TOTAL:	258.5		20 parks		
OPEN SPACE	437.7		--		
PUBLIC/SEMI-PUBLIC					
Public/Semi-Public	98.6	.25	1.074	590	1,820
Schools					
Elementary School	74.1		7 schools**		
Junior High School	40.4		2 schools**		
High School	55.3		1 school		
Subtotal:	169.8		10 schools		
TOTAL:	268.4				
FUTURE STUDY AREA	2,743.9				
GRAND TOTAL:	6,919.9				

*Numbers represent a mid-range considered reasonable given the permitted density range.

**Partial school sites represent sites that lie partially outside the Specific Plan area, but within the Eastern Dublin General Plan Amendment area.

[AMENDMENT 2.1.4: RESIDENTIAL LAND USE]

2.1.4 Extended Planning Area

Eastern Extended Planning Area

Guiding Policy

A. Consider residential development proposals (including support facilities such as neighborhood shopping centers, schools and parks) on moderate slopes, with multi-family densities typically considered on flatter land and next to business park areas. Encourage the development of a balanced mixed use community in the Eastern Extended Planning Area, that is well integrated with both natural and urban systems, and provides a safe, comfortable and attractive environment for living and working.

Many Some potential sites are under Williamson Act contract requiring open space use for at least 10 years.

Implementing Policies

B. The location, extent and density of residential development in the Eastern Extended Planning Area is set forth in the General Plan Land Use Map in Figure 2B. For the western half of the area, the Eastern Dublin Specific Plan sets forth more detailed policy direction, infrastructure requirements, and development guidelines. A Specific Plan(s) will be required for the remainder of the extended planning area to provide similar direction for its ultimate development. will be determined when municipal services can be provided and through General Plan Refinement studies.

C. Approval of residential development in the Eastern Extended Planning Area will require determination that:

- Utilities and public safety services will be provided at urban standards without financial burden to Dublin residents and businesses outside the Eastern Extended Planning Area.
- Proposed site grading and means of access will not disfigure the ridgeland.
- Timing of development will not result in premature termination of viable agricultural operations on adjoining lands.
- The fiscal impact of new residential development in the Eastern Extended Planning Area supports itself and does not draw upon and dilute the fiscal base of the remainder of the city.
- The proposed project is consistent with all applicable General Plan and Specific Plan policies.

[AMENDMENT 2.2.4: COMMERCIAL AND INDUSTRIAL LAND USE]

2.2.4 ~~Business Parks~~ Eastern Extended Planning Area

Guiding Policy

- A. Encourage the development of a full range of commercial and employment-generating uses in the Eastern Extended Planning Area that will meet the needs of the City and the surrounding Tri-Valley area. ~~Consider providing space for new businesses and for expansion of existing Dublin firms.~~

Implementing Policy

- B. ~~Designate a 600-acre business park on Santa Rita Rehabilitation Center property in accord with Alameda County's long-term plans for site use, with the 200± acre portion fronting I-580 to be business park/industrial low coverage. Require developers to remain within the amount and distribution of commercial and employment-generating land uses depicted in the General Plan Land Use Map (see Figure 2B) in order to maintain a reasonable balance between jobs and housing opportunities.~~
- C. ~~Consider sites for business parks east of Parks RFTA. Retail uses to serve nearby businesses and residences will be determined by General Plan refinement studies prepared in cooperation with property owners. All non-residential development must be consistent with the policies and guidelines set forth in applicable Specific Plans.~~
- D. ~~Prior to planning and/or building permit approval of more than 9,000 (22%) of the potential jobs in the Extended Planning Area, one or more Specific Area Plans shall be developed to designate sufficient land for housing in reasonable relationship to existing jobs and jobs being proposed; and to demonstrate how needed municipal services will be provided.~~

[AMENDMENT 3.1: OPEN SPACE FOR PRESERVATION OF NATURAL RESOURCES AND FOR PUBLIC HEALTH AND SAFETY]

**3.1 OPEN SPACE FOR PRESERVATION OF NATURAL RESOURCES
AND FOR PUBLIC HEALTH AND SAFETY**

Open space areas should be preserved for the protection of public health and safety, the provision of recreational opportunities, and the production of natural resources. Methods of preserving open space should be explored, including fee purchase, conservation and scenic easements, transfer of development rights, and special district financing.

Primary Planning Area and Eastern Extended Planning Area

Guiding Policies - Primary Planning Area/Eastern Extended Planning Area

- A. Preservation of Preserve oak woodlands, riparian vegetation, and natural creeks as open space for their natural resource value is of the highest importance. Limited modifications may be permitted on a case-by-case basis with adequate mitigation to replace disturbed resources.
- B. Generally, mMaintain slopes predominantly over thirty percent (~~disregarding minor surface humps or hollows~~) as permanent open space for public health and safety. Consider development in areas with slopes over 30 percent only if the area to be developed: 1) is less than three acres in size; 2) is less than 20 percent of a large developable area; and 3) is surrounded by slopes less than 30 percent.

Implementing Policy - Primary Planning Area/Eastern Extended Planning Area

- C. Continue requiring reservation of steep slopes and ridges as open space as a condition of subdivision map approval.
- D. Encourage an efficient and higher intensity use of the flat and gently sloping portions of the planning area as a means of minimizing grading requirements and potential impacts to environmental and aesthetic resources.

[AMENDMENT 3.2: AGRICULTURAL OPEN SPACE]

3.2 AGRICULTURAL OPEN SPACE

Eastern Extended Planning Area

Excluding parcels fronting on I-580, ~~about 90 percent of the extended planning area~~ much of the Eastern Extended Planning Area is under Williamson Act Contract (Government Code Section 51200, et seq.), and Alameda County zoning sets minimum parcel size at 100 acres. Under the Williamson Act, property taxes are based on the agricultural value of land rather than its market value. The contract automatically renews each year for the new 10-year period unless the owner or the County gives notice of non-renewal.

Guiding Policy - Eastern Extended Planning Area

A. ~~Maintain~~ Lands currently in the Williamson Act agricultural preserve can remain as rangeland as long as the landowner(s) wish to pursue agricultural activities. The City does not support the cancellation of Williamson Act contracts, unless some compelling public interest would be served.

The urban land use designations in the General Plan Land Use Map illustrate ultimate (i.e., long-term) urban development potential, and do not represent a call for the cessation of agricultural activities. To pursue development of their property, any development proposal must be consistent with the General Plan and applicable specific plan policies for the site. A development application cannot be approved until a property owner has notified the applicable agency of the intent to cancel, or not renew, any prevailing Williamson Act contract on the subject property, provided that specific proposals for conversion to urban use consistent with the General Plan may be considered not sooner than two years prior to contract expiration.

Implementing Policy - Eastern Extended Planning Area

B. Approval of development of agricultural land not under contract shall require findings that the land is suitable for the intended use and will have adequate urban services and that conversion to urban use will not have significant adverse effects on adjoining lands remaining under contract.

[AMENDMENT 3.3: OPEN SPACE FOR OUTDOOR RECREATION.

No change to introductory paragraph]

Guiding Policies

- A. Expand park area throughout the primary and extended planning areas to serve new development.
- B. Maintain and improve outdoor facilities in conformance with the recommendations of the City's Parks and Recreation Master Plan, at existing schools and at DSRSD recreation sites.

Implementing Policy

- C. ~~Acquire three five-acre neighborhood parks:~~
 - ~~—East of Dougherty Hills as land is subdivided.~~
 - ~~—On Fallon School site (enlarging Kolb Park) when the site is sold by Murray School District.~~
 - ~~—On Dolan School site when the site is sold by Murray School District.~~
- D. ~~Work with DSRSD and Murray School District to enhance DSRSD and School District park and recreation facilities.~~ Acquire and improve parklands in conformance with the priorities and phasing recommended in the City's Parks and Recreation Master Plan.

Guiding Policy

- D. Restrict structures on the hillsides that appear to project above major ridgelines.

The present undisturbed natural ridgelines as seen from the primary planning area and key travel corridors are an essential component of Dublin's appearance as a freestanding city ringed by open hills.

Implementing Policy

- E. Use subdivision design and site design review process to preserve or enhance the ridgelines that form the skyline as viewed from freeways (I-580 or I-680) or major arterial streets (Dublin Blvd., Amador Valley Blvd., San Ramon Road, Village Parkway, Dougherty Road, Tassajara Road, Doolan Canyon Road, and the future Fallon Road extension).

Guiding Policies - Eastern Extended Planning Area

- F. Provide active parks and facilities which are adequate to meet citywide needs for open space, cultural, and sports facilities, as well as the local needs of the Eastern Extended Planning Area.

- G. Establish a trail system with connections to planned regional and sub-regional systems, including north-south corridors such as EBRPD's proposed trail along Tassajara Creek north to Mt. Diablo State Park.
- H. Using the natural stream corridors and major ridgelines, establish a comprehensive, integrated trail network within the planning area that permits safe and convenient pedestrian and bicycle access within urban areas and between urban areas and open space areas.

Implementing Policy - Eastern Extended Planning Area

- I. Work with LARPD to revise jurisdictional lines so that City of Dublin departments have jurisdiction over all parkland within the Dublin Sphere of Influence.
- J. Require land dedication and improvements for the 25 parks designated in the General Plan for the Eastern Extended Planning Area. Collect in-lieu park fees as required by City standards.
- K. Require land dedication and improvements for trails along designated stream corridors.
- L. Require land dedication and/or public easement for ridgeline trail.
- M. Confer with EBRPD regarding the potential for the District assuming responsibility for the design, construction, and maintenance of the Tassajara Creek trail corridor and parkway.

[AMENDMENT 4.1, PUBLIC SCHOOLS. Add the following at end of section]

Eastern Extended Planning Area - Additional Policies

Guiding Policy

- E. Provide new elementary, middle, and high schools as needed to serve the future population of the extended planning area.
- F. Schools located within the city should be operated by the Dublin Unified School District.

Implementing Policy

- G. Require provision of school sites through dedication and/or developer fees. Establish appropriate mechanism for funding development of school facilities.
- H. Work with the Livermore Joint Unified School District to revise jurisdictional boundaries to best serve the needs of Dublin students.

[AMENDMENT 5.1: TRAFFICWAYS. Insert revisions to existing text on page 19 of the General Plan]

Implementing Policies

E. Develop a plan line for a six-lane divided extension of Dublin Boulevard from Dougherty Road to Parks RFTA boundary east through Parks RFTA and the Eastern Extended Planning Area to connect with the North Canyons Parkway in the City of Livermore.

In the near term, this route will be the only non-freeway connection between the present city and new residential and business park development east of Parks RFTA.

F. Connect existing cul-de-sac streets near proposed Western Dublin BART station south of Dublin Boulevard.

The proposed new street parallel to Dublin Boulevard is needed to serve intensive development of a 100-acre commercial area and to distribute BART station traffic to three Dublin Boulevard intersections.

[AMENDMENT 5.1: TRAFFICWAYS (Continued). Add the following at end of section 5.1]

Eastern Extended Planning Area - Additional Policies

Substantial urban development is projected for the Eastern Extended Planning Area. The roadway system has been designed to accommodate traffic at buildout of the area according to the land use distribution and densities shown in the General Plan Land Use Map (Figure 2B). The system is structured around the existing north-south roads and freeway interchanges (Hacienda Drive, Tassajara Road, and Fallon Road) and the extension of existing east-west roadways such as Dublin Boulevard and Gleason Drive. The roadway system also incorporates an east-west "transit spine" that extends the length of the planning area and connects the most intensively developed areas with the future Eastern Dublin BART station.

Guiding Policy

L. Provide an integrated multi-modal circulation system that provides efficient vehicular circulation while encouraging pedestrian, bicycle, transit, and other non-automobile-oriented transportation alternatives.

Implementing Policy

M. Provide continuity with existing streets, include sufficient capacity for projected traffic, and allow convenient access to planned land uses.

N. Require the following major circulation improvements in the Eastern Extended Planning Area:

- Extension of Dublin Boulevard from Dougherty Road to North Canyons Parkway
- Extension of Fallon Road north to connect to Tassajara Road
- Extension of Gleason Drive east to Fallon Road
- Widen Interstate 580 to ten total lanes (8 through lanes and 2 auxiliary lanes) between Tassajara Road and Airway Boulevard
- Upgrade the Fallon Road interchange to the same standards as the Dougherty Road and Hacienda Drive interchanges (i.e., 3 through lanes in each direction across the overpass and a partial cloverleaf ramp system)
- Provide local and collector streets for internal access to development areas throughout the planning area

O. Provide potential for additional future roadway connections linking existing Dublin to the Eastern Extended Planning Area.

Street layout in the Eastern Extended Planning Area should facilitate future connection through Parks RFTA to existing streets in Dublin, if and when the opportunity becomes available. Refer to applicable Specific Plans for policies, development standards, and more detailed discussion of the circulation system in the Eastern Extended Planning Area.

[AMENDMENT 5.2: TRANSIT. Insert the following at the end of the section.]

Guiding Policy - Eastern Extended Planning Area

E. Support the development of a community that facilitates and encourages the use of local and regional transit systems.

Implementing Policy - Eastern Extended Planning Area

F. Encourage higher densities and mixed use developments near major transit lines and transit transfer points as a means of encouraging the use of public transit. This type of transit-oriented development is especially encouraged along the "transit spine" and near the Eastern Dublin BART station.

G. Capitalize on opportunities to connect into and enhance ridership on regional transit systems including BART, LAVTA, and any future light rail systems.

[AMENDMENT 5.6: SCENIC HIGHWAYS]

SCENIC HIGHWAYS

I-580, I-680, San Ramon Road, and Dougherty Road were designated scenic routes by Alameda County in 1966. These are the routes from which people traveling through Dublin gain their impression of the city; so it is important that the quality of views be protected.

In the Eastern Extended Planning Area, Tassajara Road and Doolan Road are designated as scenic corridors by Alameda County. It is the City's intention that Fallon Road will also be designated as a scenic route once it is extended north to connect with Tassajara Road.

Guiding Policy

A. Incorporate previously County-designated scenic routes, and the proposed Fallon Road extension, in the General Plan as adopted City-designated scenic routes, and work to enhance a positive image of Dublin as seen by through travelers.

Implementing Policy

B. Exercise design review of all projects within 500 feet of a scenic route and visible from it a designated scenic route.

[AMENDMENT 7.0: CONSERVATION ELEMENT]

7.0 ENVIRONMENTAL RESOURCES MANAGEMENT SECTION: CONSERVATION ELEMENT

Air quality and wastewater disposal have been the Tri-Valley's most difficult conservation issues affecting urban growth, even with construction of the Livermore Amador Valley Wastewater Management Association (LAVWMA) pipeline, and significantly improved air quality. The extent of anticipated development now draws greater attention to other conservation issues – conversion of agricultural land to urban uses; loss of open space; hazards posed by development in steep and landslide-prone areas; increased runoff; and erosion and stream siltation. Additionally, the prospect of renewed or intensified air quality and sewage disposal problems accompanies plans approved or under consideration that would result in up to 200,000 jobs in the Tri-Valley.

Open space resources are discussed in the open space element; the seismic safety and safety elements consider natural hazards. This section and its counterpart in the Technical Supplement consider hydrology, habitats, agricultural open space, air, soil resources, and archaeological and historic resources.

The planning area includes three zones that are distinct in terms of topography, vegetation, and soils. The urban area within the city's borders and the undeveloped area just north of I-580 east of Tassajara Road form part of the flat valley floor. The land east of Parks RFTA and Santa Rita and south of the county line consists of grassy rolling hills with occasional steep slopes, and the westernmost part of the planning area is composed of ridgeland covered primarily by grasslands with oak and woodlands on steep slopes and in winding canyons. (These zones are referred to below as the valley, eastern hills, and western hills portions of the planning area, respectively.)

The western hills form part of the ridgeland extending from Contra Costa to Santa Clara counties, established as an area of regional significance by a 1980 National Parks Service study. The ridgeland has been the subject of preservation efforts over the years, and also has been protected by the difficulty of development on the steep slopes and ridges. The ridgeland of the western hills is characterized by good quality grazing land and woodland and forest habitats with high natural resource values. Perhaps most important, the western hills form part of a greenbelt that rings the Bay Plain, preventing continuous urban spread.

Eastern Extended Planning Area

The eastern hills are not as valuable as the western hills in terms of habitat resources. Productive agricultural soils are likewise limited; the Eastern Extended Planning Area does not include prime agricultural land or farmlands of Statewide importance. At best, the forage produced in the planning area is of some local importance. ~~but do include grazing and hay growing land of unusual high quality.~~ Throughout the northern, central, and eastern portions of the Eastern Extended Planning Area, much of the land is under Williamson Act contracts that prohibit development for a minimum of ten years while providing tax advantages to landowners. In recent years, a number of landowners have not renewed their contracts, which means that substantial area will be available for development in less than 10 years.

[AMENDMENT 7.1: RIPARIAN VEGETATION]

7.1 RIPARIAN VEGETATION

Guiding Policies - Primary Planning Area and Eastern Extended Planning Area

- A. Protect riparian vegetation as a protective buffer for stream quality and for its value as a habitat and aesthetic resource.
- B. Promote access to stream corridors for passive recreational use and to allow stream maintenance and improvements as necessary, while respecting the privacy of owners of property abutting stream corridors.

Implementing Policies - Primary Planning Area and Eastern Extended Planning Area

- C. Enforce watercourse ordinance in developed areas of city.
- D. Require open stream corridors of adequate width to protect all riparian vegetation, improve access, and prevent flooding caused by blockage of streams.
- E. Require revegetation of creek banks with species characteristic of local riparian vegetation, where construction requires creekbank alteration.

[AMENDMENT 7.2: EROSION AND SILTATION CONTROL]

7.2 EROSION AND SILTATION CONTROL

Guiding Policies - Primary Planning Area and Eastern Extended Planning Area

- A. Maintain natural hydrologic systems.
- B. Regulate grading and development on steep slopes.

Implementing Policies - Primary Planning Area and Eastern Extended Planning Area

- C. Enact and enforce erosion and sedimentation ordinance establishing performance standards in relation to maintenance of water quality and protection of stream courses.
- D. Enact ordinance requiring on-site runoff control.
- E. Review development proposals to insure site design that minimizes soil erosion and volume and velocity of surface runoff.
- F. Restrict development on slopes of over 30 percent.

[AMENDMENT 7.3: OAK WOODLANDS]

7.3 OAK WOODLANDS

Guiding Policy - Primary Planning Area and Eastern Extended Planning Area

A. Protect oak woodlands.

Implementing Policy - Primary Planning Area and Eastern Extended Planning Area

B. Require preservation of oak woodlands. Where woodlands occupy slopes that otherwise could be graded and developed, permit allowable density to be transferred to another part of the site. Removal of an individual oak tree may be considered through the project review process.

C. Develop a heritage tree ordinance.

[AMENDMENT 7.6: ARCHAEOLOGIC AND HISTORIC RESOURCES]

Guiding Policy

A. Preserve Dublin's historic structures

Seven sites in Dublin or near the Dublin Planning Area are listed in the California Historic Resources Archaeological Inventory, Northwest Information Center, at Sonoma State University including the church and school on the grounds of the heritage park. As many as a dozen potentially significant historic and prehistoric sites have been identified in the Eastern Extended Planning Area.

B. Follow state regulations—Public Resources Code Sections 21083.2(c) and (d)—regarding discovery of archaeological sites, and Historic Resources, as defined in Section 5020.1 of the Public Resources Code.

[AMENDMENT 7.7: OPEN SPACE MAINTENANCE/MANAGEMENT]

7.7 OPEN SPACE MAINTENANCE/MANAGEMENT

Guiding Policy

A. Require open space management and maintenance programs for open space areas established through subdivisions and Planned Development districts. Programs should include standards to ensure control of potential hazards; appropriate setbacks; and management of the open space so that it produces a positive and pleasing visual image.

Implementing Policies

B. Require that land designated as open space through development approval be permanently restricted to open space use by recorded map or deed.

C. Require revegetation of cut and fill slopes.

D. Require use of native trees, shrubs and grasses with low maintenance costs in revegetation of cut and fill slopes.

E. Access roads (including emergency access roads), arterial streets and collector streets that must pass through open space areas shall be designed to minimize grading to the maximum extent possible so as not to damage the ecological and/or aesthetic value and characteristics of the open space area. (See also Supplementary Implementing Policy H below)

F. Prohibit development within designated open space areas except that designed to enhance public safety and the environmental setting.

G. Promote inclusion of hiking, bicycling, and/or equestrian trails within designated open space areas.

Supplementary Implementing Policy - Eastern Extended Planning Area

H. Due to difficult terrain, some damage to ecological and aesthetic values may result from construction of streets and emergency access roads in the Eastern Extended Planning Area. These roads shall be designed to incorporate feasible measures which minimize adverse effects on visual and biological resources.

[AMENDMENT 8.2.3: FLOODING]

8.2.3 Flooding

Heavy storms in early 1983 carried debris down from the western hills blocking drains and causing flooding of backyards and several homes in the Silvergate area.

Guiding Policy

A. Regulate development in hill areas to minimize runoff by preserving woodlands and riparian vegetation. Retain creek channels with ample right-of-way for maintenance and for maximum anticipated flow.

Implementing Policies- Primary Planning Area and Eastern Extended Planning Area (See also Conservation Element policies, pages 28-30.)

B. Require dedication of broad stream corridors as a condition of subdivision approval.

C. Protect riparian vegetation and prohibit removal of woodlands wherever possible. Replant vegetation according to the standards in the Eastern Dublin Specific Plan (also see General Plan Guiding Policy 3.1.A). ~~Removal of an individual oak tree may be considered through the project review process.~~

D. Require drainage studies of entire small watersheds and assurance that appropriate mitigation measures will be completed as needed prior to approval of development in the extended planning area.

AMENDMENT 22 OPEN SPACE MAINTENANCE

22 OPEN SPACE MAINTENANCE

22.1 Flooded

1. The purpose of this section is to ensure that the western side of the road is kept clear of debris and other obstructions.

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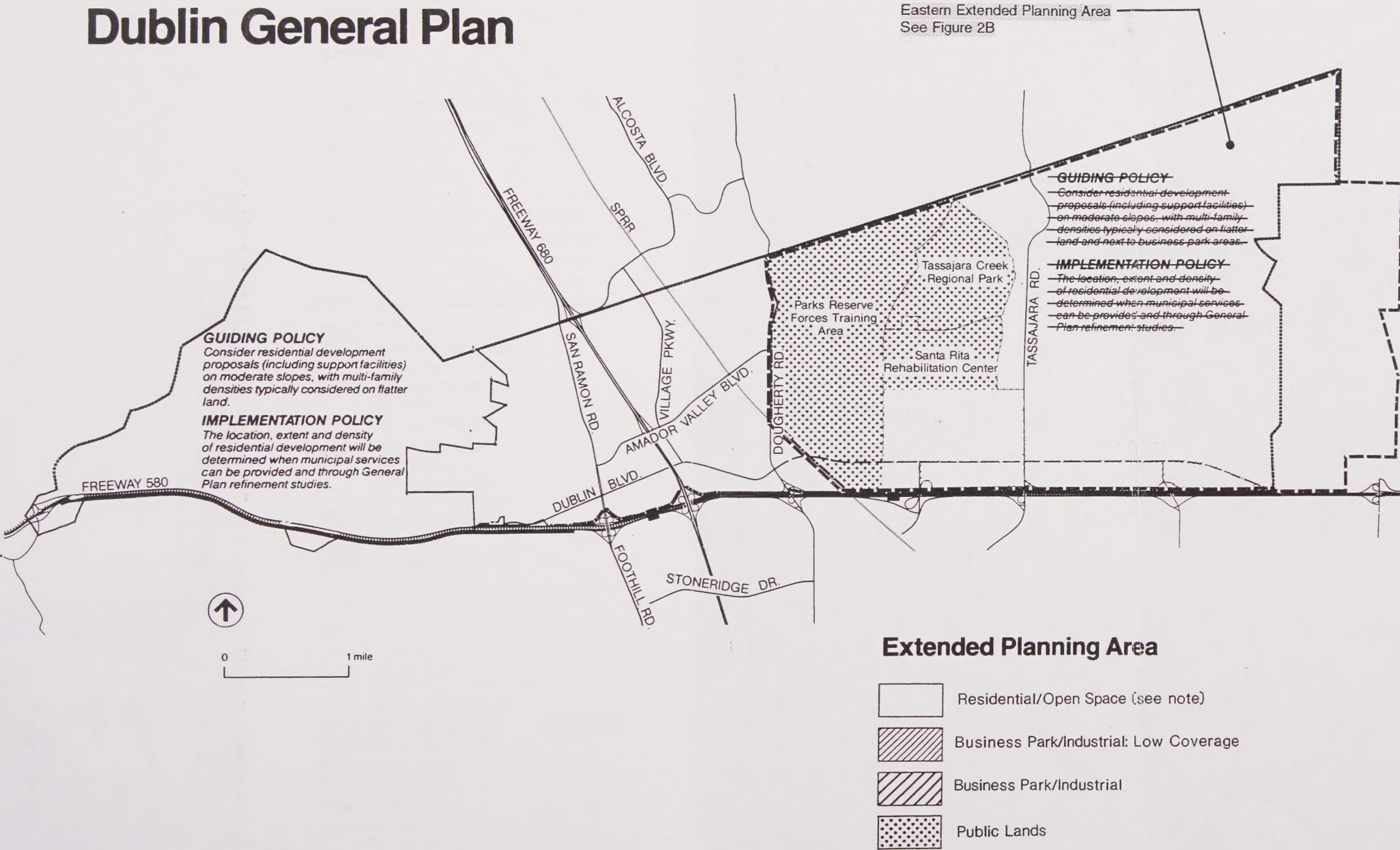
19. The purpose of this section is to ensure that the western side of the road is kept clear of debris and other obstructions.

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22. The purpose of this section is to ensure that the western side of the road is kept clear of debris and other obstructions.

Dublin General Plan



Blayney-Dyett, Urban and Regional Planners
Amended by Wallace Roberts & Todd, 1992

FIGURE 2

**General Plan
-Eastern Extended Planning Area**

LAND USE MAP

Legend

COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Campus Office
- Industrial Park

RESIDENTIAL

- High Density 25- du/ac
- Medium-High Density 14-25 du/ac
- Medium Density 6-14 du/ac
- Low Density 0-6 du/ac
- Rural Residential/Agriculture 1 du/100 ac

PUBLIC/SEM-PUBLIC/OPEN

- Public/Semi-Public Facility
- Elementary School
- Junior High School
- High School
- Public/Semi-Public
- Parks & Recreation
- City Park
- Community Park
- Neighborhood Park
- Neighborhood Square
- Open Space
- Stream Corridor

CIRCULATION

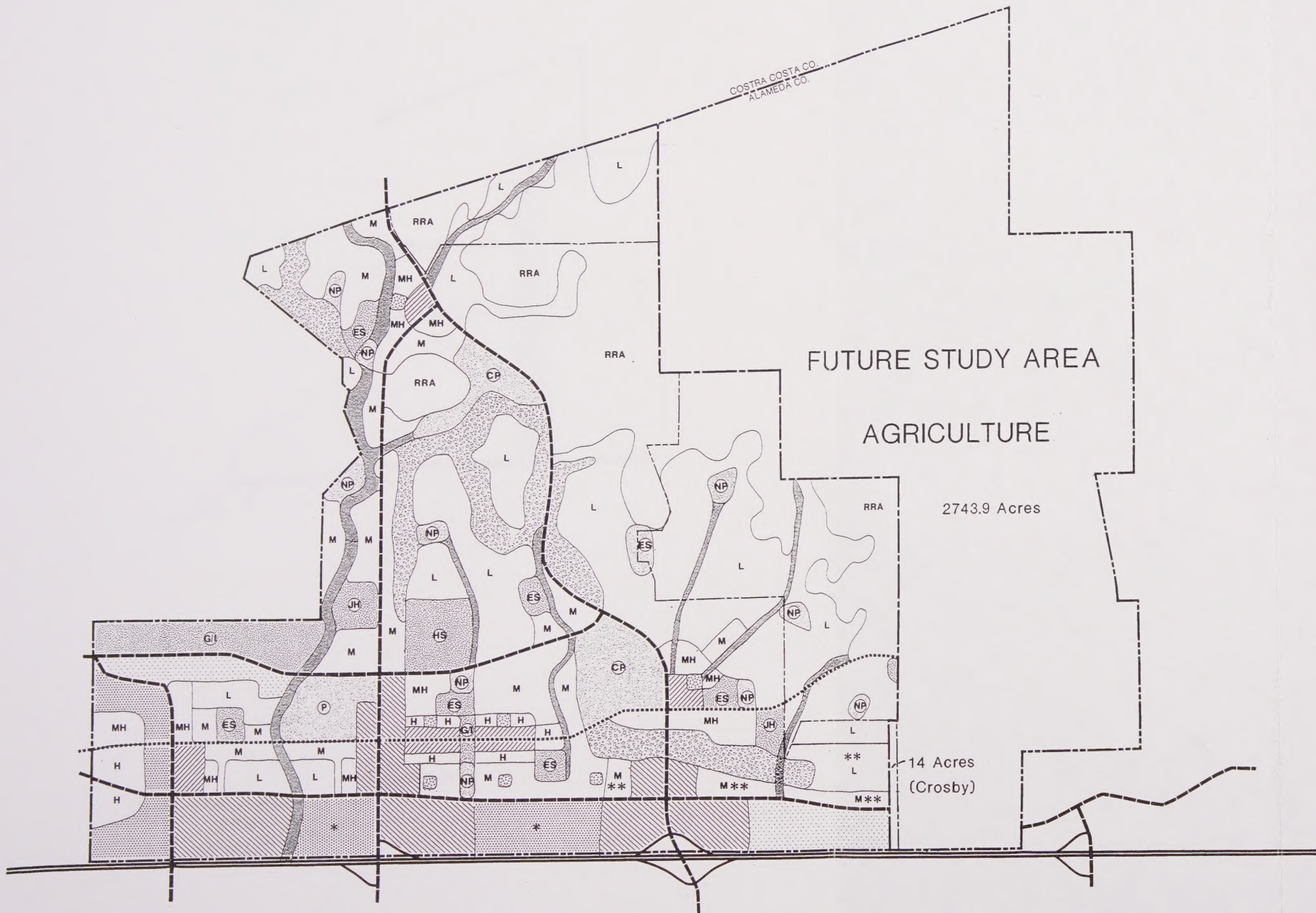
- Arterial Street
- Collector Street
- Transit Spine
- SOI Boundary
- General Plan Amendment Study Area
- Specific Plan Study Area

**EASTERN
DUBLIN**

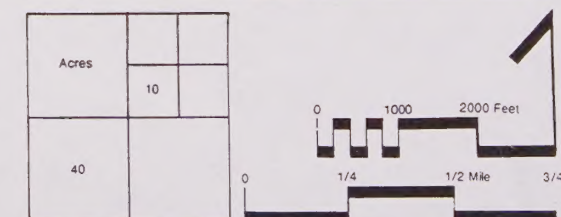
May 10, 1993

Wallace Roberts & Todd

Figure 2B



* General Commercial may be permitted by a Planned Development Zoning Process (see text for complete discussion)
 ** Will convert to Future Study Area/Agriculture where determined inconsistent with APA (see text for complete discussion)





Note: Minor Adjustments have been made in the boundary of the original Eastern Extended Planning Area. The boundary indicated on this figure is schematic only. Refer to Figure 2B for a more detailed boundary layout. All information on this map is approximate and generalized.

Amended by Wallace Roberts & Todd, 1992

FIGURE 5

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Part 2: Schaefer Ranch Project

Schaefer Ranch Project

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March 1996

Adopted by Dublin City Council

July 9, 1996

prepared by

WPM Planning Team, Inc.
118 I Street, Suite 1B
Sacramento CA 95814

Figures [Description of selected General Plan Figures]

for

City of Dublin

Planning Department

100 Civic Plaza

Dublin CA 94568

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Schaefer Ranch Project General Plan Amendment

March 1995

Adopted by Dublin City Council
July 9, 1995

Proposed to

WPM Planning Team, Inc.
115 I Street, Suite 1B
Sacramento CA 95816

for

City of Dublin
Planning Department
100 Civic Plaza
Dublin CA 94568

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Part 1: Introduction

1.1 Background and Rationale for General Plan Amendment

Dublin's current General Plan was adopted in 1985. A number of amendments have been adopted since that time, including extensive changes incorporated in the 1994 Eastern Dublin General Plan Amendment.

The General Plan includes site-specific policies for the central part of Dublin (the Primary Planning Area). However, the Planning Area for ultimate growth in Dublin also includes large areas to the east and west of the current built-up area of the City. These locations are called the Extended Planning Area.

At the time the General Plan was adopted, there were no proposals for development in the Extended Planning Area, and land was still available for additional growth in the Primary Planning Area. However, in recognition of future needs for expansion, the General Plan established basic policies for addressing future expansion into these areas. The Plan notes that, for the Western Extended Planning Area, "The location, extent, and density of residential development will be determined when municipal services can be provided and through General Plan refinement studies." (Dublin General Plan, page ii). The General Plan also states that "many or most development proposals in the extended planning area will require a General Plan amendment." (Dublin General Plan, page 2)

The current planning program for the Schaefer Ranch project in the Western Extended Planning Area is in keeping with the original direction provided by the General Plan. This General Plan Amendment thus is a logical outgrowth of the City's earlier planning efforts.

1.2 The Planning Process for the Western Extended Planning Area

Detailed planning efforts in the Western Extended Planning Area began in 1989, with the preparation of the Western Dublin Specific Plan and General Plan Amendment for the entire area. An EIR was prepared and certified in 1992. The Western Dublin Specific Plan and General Plan Amendment subsequently were rejected in a City referendum.

The current Schaefer Ranch development proposal involves a much smaller area. In this General Plan Amendment, the Schaefer Ranch project site is referred to as the Schaefer Ranch sector of the Western Extended Planning Area.

1.3 Project and Site Characteristics

Figure 1-2 shows the location of the project site in the Western Extended Planning Area. General characteristics include the following:

Location. Between Dublin and Castro Valley, along the north side of I-580.

Area. about 500 acres.

Existing site characteristics. Existing rangeland, predominantly a series of ridges and canyons, with considerable woodland. A limited number of rural residences are located in the Western Extended Planning Area.

Project landowners and proponents. Schaefer Heights Associates control most of the land on the project site, and have submitted a development proposal to the City. A 48-acre parcel within the project site is owned by Dennis and Laurie Gibbs.

1.4 Policies for the Western Extended Planning Area

The General Plan has an established format where some policies apply on a citywide basis, while other policies are directed only to the Primary Planning Area or Extended Planning Area. This General Plan Amendment continues this selective policy approach.

This document is not intended to serve as a comprehensive general plan update for Dublin. Instead, this General Plan Amendment provides necessary text and map revisions to update certain information in the General Plan.

The Extended Planning Area includes both Western and Eastern Dublin. This General Plan Amendment establishes policies which are geared specifically to the Western Extended Planning Area.

1.5 How to Use This Document

Chapter 2 includes the actual text and figure revisions which constitute the General Plan Amendment. Typically, to provide context for the amended text, the entire section or subsection of the current General Plan is included. The full text of the current General Plan is available for review at the Dublin Planning Department.

- Additions are noted in *italics*.
- Deletions are identified by a "strikeout" with a solid line through the text to be deleted.
- Material in brackets is not part of the amendment, but describes formatting of text.

Part 2:

Schaefer Ranch Project General Plan Amendment

AMENDMENT 1.4: PRIMARY PLANNING AREA AND EXTENDED PLANNING AREA.
[Add the following text to end of Section 1.4.]

Western Extended Planning Area

This area presents a unique opportunity for the City of Dublin. The Western Extended Planning Area is strategically located in the Bay Area, and includes part of the open space corridor which stretches from Contra Costa County to Santa Clara County. With its steep terrain and scenic oak woodlands, this area has important open space values for Dublin and the region.

At the same time, the Western Extended Planning Area, consisting of about 3,255 acres, provides a unique opportunity for carefully planned development. Most of the Planning Area has convenient access to Interstate 580. In addition, major ridgelines screen most of the site from key offsite viewpoints. There is thus the potential to add housing and recreational facilities in this area, without major disruption of existing neighborhoods or damage to scenic values in the surrounding area. The General Plan includes policies which are specifically geared to the unique qualities and opportunities of this section of the City.

It is the intent of the City of Dublin to balance open space goals with housing and recreational needs in the Western Extended Planning Area. An open space corridor on the main ridgeline will be preserved, with a regional trail extending across the site. Key ridgelines, most woodland areas, and other important features will be protected. Development will be clustered for increased land use efficiency. Within these sectors of clustered development, intensive grading and selective tree removal will be permitted, although proposed development shall respect natural features whenever possible.

AMENDMENT 1.8.1: LAND USE CLASSIFICATION:

[Add the following text at end of section.]

Western Extended Planning Area

Residential

Residential: Rural Residential/Agriculture (1 unit per 100 gross residential acres). See description under Eastern Extended Planning Area

Residential: Estate (0.01 - 0.8 units per gross residential acre). Typical ranchettes and estate homes are within this density range. Assumed household size is 3.2 persons per unit.

Residential: Single-family (0.9 to 6.0 units per gross residential acre). See description under Primary Planning Area

Other land use categories

Open Space. See description under Eastern Extended Planning Area

Commercial, public/semi-public, and other land use categories for the Primary Planning Area are applicable in the Western Extended Planning Area

AMENDMENT 2.0: LAND USE ELEMENT

[Add the following text and table at the end of Section 2.0.]

Western Extended Planning Area

Figure 1-3 illustrates generalized land use and circulation for the Schaefer Ranch sector of the Western Extended Planning Area. This sector of the City includes about 500 acres. This part of the Western Extended Planning Area will add a maximum of 474 housing units. Development at this maximum level could result in a population of about 1,517.

Table 2-2 summarizes land use and housing characteristics for the Schaefer Ranch sector of the Western Extended Planning Area. The predominant land uses would be open space and residential uses. Retail/office uses would also be included.

<i>Table 2-2 Schaefer Ranch Project Land Use and Housing Characteristics</i>		
<i>Land Use Designation</i>	<i>Acres</i>	<i>Dwelling units (maximum)</i>
<i>Residential: Estate</i>	99.8	11
<i>Residential: Single Family</i>	108.0	463
<i>Retail Office</i>	10.7	--
<i>Public/Semi-Public</i>	33.9	--
<i>Open Space</i>	251.6	--
<i>TOTAL</i>	504.0	474

AMENDMENT 2.1.4: RESIDENTIAL LAND USE.

[Add the following text to the end of Section 2.1.4.]

Western Extended Planning Area

Guiding Policy

D. Any development in the Western Extended Planning Area shall be integrated with the natural setting. Require clustering of development in areas with fewer constraints.

Implementing Policies

E. The location, extent and density of residential development will be determined when municipal services can be provided and through General Plan refinement studies.

F. Approval of residential development in the Western Extended Planning Area will require determination that:

- (1) Utilities and public safety services will be provided at approved standards without financial burden to Dublin residents and businesses.*
- (2) Proposed site grading and means of access will not disfigure the ridgelines as viewed from areas of existing development in Dublin. Any necessary grading and construction shall be planned so as to protect visual qualities.*
- (3) Timing of development will not result in premature termination of viable agricultural operations on adjoining lands.*
- (4) The fiscal impact of new residential development in the Western Extended Planning Area supports itself and does not draw upon and dilute the fiscal base of the remainder of the city.*

AMENDMENT 3.1: OPEN SPACE FOR PRESERVATION OF NATURAL RESOURCES AND FOR PUBLIC HEALTH AND SAFETY.

[Add the following text to the end of this section.]

Western Extended Planning Area

Guiding Policies - Western Extended Planning Area

E. Development generally shall be confined to areas where slopes are under thirty percent, as part of an overall cluster development concept on approved development plans. Within projects proposing clustered development and ancillary facilities in the Western Extended Planning Area, land alteration on slopes over thirty percent may be considered where the following conditions are present:

- *Public health and safety risks can be reduced to an acceptable level.*
- *Proposed land alteration would be necessary to achieve a basic public need, such as housing, recreation, street access, or public facilities.*
- *Long-term visual qualities can be maintained for residents of Dublin and nearby communities.*

F. Existing large stands of woodland and coastal scrub in the Western Extended Planning Area shall be protected wherever possible. Grassland sites shall be considered for development in preference to native shrub and woodland areas.

Implementing Policy - Western Extended Planning Area

G. As conditions of development project approval, require detailed tree surveys, protection measures for existing trees to remain, and replanting of native vegetation.

AMENDMENT 3.2: AGRICULTURAL OPEN SPACE.

[Revise text so that policies apply to entire Extended Planning Area.]

3.2 AGRICULTURAL OPEN SPACE

~~Eastern~~ Extended Planning Area

Excluding parcels fronting on I-580, much of the ~~Eastern~~ Extended Planning Area is under Williamson Act Agreement (Government Code Section 51200, et. seq.), and Alameda County zoning sets minimum parcel size at 100 acres. Under the Williamson Act, property taxes are based on the agricultural value of land rather than its market value. The contract automatically renews each year for the new 10-year period unless the owner or the County gives notice of non-renewal.

Guiding Policy - ~~Eastern~~ Extended Planning Area

A. Lands currently in the Williamson Act agricultural preserve can remain as rangeland as long as the landowner(s) wish to pursue agricultural activities. The City does not support the cancellation of Williamson Act contracts, unless some compelling public interest would be served.

The urban land use designations in the General Plan Land Use Map illustrate ultimate (i.e. long-term) urban development potential, and do not represent a call for the cessation of agricultural activities. To pursue development of their property, any development proposal must be consistent with the General Plan and applicable specific plan policies for the site. A development application cannot be approved until a property owner has notified the applicable agency of the intent to cancel, or not renew, any prevailing Williamson Act contract on the subject property.

Implementing Policy - ~~Eastern~~ Extended Planning Area

B. Approval of development of agricultural land not under contract shall require findings that the land is suitable for the intended use and will have adequate urban services, and that conversion to urban use will not have significant adverse effects on adjoining lands remaining under contract.

AMENDMENT 3.3: OPEN SPACE FOR OUTDOOR RECREATION.

[Add the following at end of section]

Guiding Policies - Western Extended Planning Area

N. Provide a north-south trail link across the Planning Area, as part of a regional trail network.

O. Create a local trail network which links large areas of permanent open space, while providing convenient access from nearby residential areas. Maximize visual exposure to open space, and provide multiple local physical access points to increase public enjoyment of open space.

P. Provide active recreation facilities to serve neighborhood residents.

Implementing Policy - Western Extended Planning Area

Q. In conjunction with development approvals, promote land dedication or reservation, and improvements for a ridgeline regional trail and other trail links.

[AMENDMENT 5.1: TRAFFICWAYS.

[Reletter policies as follows]

Policy ~~5.1L~~ 5.1.M

Policy ~~5.1M~~ 5.1.N

Policy ~~5.1N~~ 5.1.O

Policy ~~5.1O~~ 5.1.P

[Add the following at end of section.]

Western Extended Planning Area - Additional Policies

Guiding Policies

Q. Provide an efficient circulation system for the Western Extended Planning Area, including linkage to the rest of the City, alternate transportation modes, and sensitivity to environmental concerns.

R. The primary access for the Schaefer Ranch sector of the Western Extended Planning Area shall be via Dublin Boulevard and Schaefer Ranch Road. Other sections of the Western Extended Planning Area shall have primary access via the Eden Canyon interchange.

Implementing Policy

S. Require the following major circulation improvements in the Western Extended Planning Area:

- Extension of Dublin Boulevard to Schaefer Ranch Road.*
- Collector streets to provide access to residential neighborhoods and nonresidential uses, as identified in specific development plans.*

AMENDMENT 7.0: CONSERVATION ELEMENT.

[Revise page 7-1 as follows]

ENVIRONMENTAL RESOURCES MANAGEMENT: CONSERVATION ELEMENT

Government Code sec. 65302 (d) requires that conservation elements plan for the conservation, development and use of natural resources. The statute lists resources that must be included and suggests other resources that may be included in the element. Finally, the statute specifically requires that countywide and any other water development, control, or conservation agencies be included in the element's water analysis.

Dublin's Conservation Element addresses the following statutorily required elements: water resources, agricultural and other soils, rivers and streams, and wildlife habitats. Other important resources discussed in this element are air quality and archaeological and historical resources. Many conservation related resources are also important in the context of other elements. For example, agricultural and other open spaces are discussed in sec. 3.0 Parks and Open Space and sec. 4.0 Schools, Public Lands and Utilities Elements. Soil conditions related to earthquakes and flood hazard from local streams are discussed in sec. 8.0 Seismic Safety and Safety Element. Each of these element's counterparts in the Technical Supplement may also be consulted for information and background on resource related planning policies.

Still other statutorily required resources do not occur in Dublin's planning area and are therefore not discussed. Specifically, Dublin is an inland city which contains no artificial or natural harbors. Likewise, the planning area contains no fisheries or mineral extraction areas.

Air quality and wastewater disposal have been the Tri-Valley's most difficult conservation issues affecting urban growth, even with construction of the Livermore Amador Valley Wastewater Management Association (LAVWMA) pipeline, and significantly improved air quality. The extent of anticipated development now draws greater attention to other conservation issues -- conversion of agricultural land to urban uses; loss of open space; hazards posed by development in steep and landslide prone areas; increased runoff; and erosion and stream siltation. Additionally, the prospect of renewed or intensified air quality and sewage disposal problems accompanies plans approved or under consideration that would result in up to 200,000 jobs in the Tri-Valley.

The planning area includes three zones that are distinct in terms of topography, vegetation, and soils. The urban area within the city's borders and the undeveloped area just north of I-580 east of Tassajara Road form part of the flat valley floor. The land east of Camp Parks Military Reservation and Santa Rita Rehabilitation Center and south of the county line consists of grassy rolling hills with occasional steep slopes, and the westernmost part of the planning area is composed of ridgeland covered primarily by grasslands with oak and woodlands on steep slopes and in winding canyons. (These zones are referred to below as the valley, eastern hills, and western hills portions of the planning area, respectively).

[AMENDMENT 7.0 continued]

The western hills form part of the ridgelands extending from Contra Costa to Santa Clara counties, established as an area of regional significance by a 1980 National Parks Service study. The ridgelands have been the subject of preservation efforts over the years, and also have been protected by the difficulty of development on the steep slopes and ridges. The ridgelands of the western hills are characterized by *grazing land and* good quality ~~grazing land~~ and woodland and forest habitats with high natural resource values. Perhaps most important, the western hills form part of a greenbelt that rings the Bay Plain, preventing continuous urban spread.

An open space corridor, centered on the main ridgeline in the Western Extended Planning Area, is included in the General Plan. This open space corridor will incorporate visually-prominent ridgelands, as well as woodland and coastal scrub habitat. A north-south regional trail will provide access to this area for hiking and nature study.

[no change to remainder of section]

AMENDMENT 7.1: STREAM CORRIDORS AND RIPARIAN VEGETATION

[revise text as follows]

7.1 STREAM CORRIDORS AND RIPARIAN VEGETATION

The primary planning area is in the Livermore drainage unit of the Alameda Creek watershed. Of the many streams in this drainage area, one flows through the City -- Alamo Creek. The creek runs along the eastern side of Dublin near Dougherty Road. A major portion of the creek is channelized, and remaining sections have mostly been improved as a result of subdivision developments.

The Extended Planning Area lies within other watersheds. Several significant streams traverse the Extended Planning Area -- Hollis Canyon and Martin Canyon Creeks in the western hills Dublin and Tassajara and Cottonwood Creeks in eastern Dublin. Refer to the following documents for information on these water courses (available from the City Planning Department):

Western Dublin Environmental Setting - November 27, 1989.

~~Western Dublin Draft Specific Plan - December 1991~~

~~Western Dublin Draft General Plan Amendment - December 1991~~

~~Western Dublin Final Draft Environmental Impact Report - December 1991 May 1992.~~

Eastern Dublin Environmental Setting - November 1988

Eastern Dublin Specific Plan, General Plan Amendment, and Environmental Impact Report - 1994. ~~to be published in 1992.~~

Extensive areas of riparian vegetation are located along stream courses in the Western Extended Planning Area. This riparian woodland has importance to wildlife in the area. Considerable damage to riparian areas has resulted from intensive grazing.

Guiding Policies - Primary Planning Area and Eastern Extended Planning Area

A. Protect riparian vegetation as a protective buffer for stream quality and for its value as a habitat and aesthetic resource.

B. Promote access to stream corridors for passive recreational use and to allow stream maintenance and improvements as necessary, while respecting the privacy of owners of property abutting stream corridors.

Implementing Policies - Primary Planning Area and Eastern Extended Planning Area

C. Enforce watercourse ordinance in developed areas of city.

D. Require open stream corridors of adequate width to protect all riparian vegetation, improve access, and prevent flooding caused by blockage of streams.

[GENERAL PLAN AMENDMENT 7.1 CONTINUED]

E. Require revegetation of creek banks with species characteristic of local riparian vegetation, where construction requires creekbank alteration.

~~F. Complete and adopt the Western and Eastern Dublin General Plan Amendment and Specific Plan Studies in a timely manner.~~

Additional Guiding Policy - Western Extended Planning Area

F. While alteration of riparian vegetation will be necessary in some situations, special consideration shall be given to protection or enhancement of riparian woodland in the Western Extended Planning Area

AMENDMENT 7.2: EROSION AND SILTATION CONTROL

[Revise text as follows]

7.2 EROSION AND SILTATION CONTROL

Guiding Policies - Primary Planning Area and Eastern Extended Planning Area

- A. Maintain natural hydrologic systems.
- B. Regulate grading and development on steep slopes.

Implementing Policies - Primary Planning Area and Eastern Extended Planning Area

- C. Enact and enforce erosion and sedimentation ordinance establishing performance standards in relation to maintenance of water quality and protection of stream courses.
- D. Enact ordinance requiring on-site runoff control.
- E. Review development proposals to insure site design that minimizes soil erosion and volume and velocity of surface runoff.
- F. Restrict development on slopes of over 30 percent.
- G. *Development projects shall comply with the requirements of the Urban Runoff Program.*

Guiding Policies - Western Extended Planning Area

- H. *Maintain natural hydrologic systems. Contain any net increase of runoff onsite or with approved offsite measures.*
- I. *Regulate grading and development on steep slopes, with special concern for potential problems of erosion and siltation.*

Implementing Policies - Western Extended Planning Area

- J. *Require erosion control plans for proposed development. Erosion control plans shall include recommendations for preventing erosion and scour of drainageways, consistent with biological and visual values.*
- K. *In general, restrict areas of steep slopes (more than 30%) to permanent open space, as part of an overall cluster development concept on approved plans. Any development in otherwise restricted areas shall require substantial mitigation which has considerable benefit to the community, in keeping with the standards of General Plan Policy 3.1.E.*
- L. *Development projects shall comply with the requirements of the Urban Runoff Program.*

AMENDMENT 7.3: OAK WOODLANDS

[Revise text as follows]

7.3 OAK WOODLANDS

Most of the oak woodland within the Dublin Planning Area is concentrated in the Western Extended Planning Area. In addition to California live oaks, other species such as laurel are a vital part of this plant community. This woodland has important visual and biological qualities.

Guiding Policy - Primary Planning Area and Eastern Extended Planning Area

A. Protect oak woodlands.

Implementing Policy - Primary Planning Area and Eastern Extended Planning Area

B. Require preservation of oak woodlands. Where woodlands occupy slopes that otherwise could be graded and developed, permit allowable density to be transferred to another part of the site. Removal of an individual oak tree may be considered through the project review process.

C. Develop a heritage tree ordinance.

Guiding Policies - Western Extended Planning Area

D. There shall be an emphasis on preservation of oak woodland in the Western Extended Planning Area. Development shall be clustered in grassland areas wherever possible, in order to protect existing trees. However, as part of comprehensive planning for development in this area, some oak woodland may need to be removed. Removal of oaks shall be allowed only after all feasible site planning efforts have been made to preserve trees.

E. Any removed trees shall be replaced, and existing trees to remain shall be protected.

Implementing Policies - Western Extended Planning Area

F. Require effective replacement of existing trees which are scheduled for removal.

G. Require detailed protection measures for trees to remain.

AMENDMENT 7.7: OPEN SPACE MAINTENANCE/ MANAGEMENT

[Revise text as follows]

7.7 OPEN SPACE MAINTENANCE/ MANAGEMENT

Acquisition of existing open space areas has been accomplished through Planned Developments and subdivision approvals. Since the existing City is mostly built out, there will be no additional major areas set aside for open space.

In the Western and Eastern Extended Planning Areas, substantial areas of open space will be designated for open space. Refer to the ~~Western~~ *Eastern* Dublin Specific Plan for additional information. The Specific Plan for Eastern Dublin ~~contains is expected to be completed in 1992. It will contain~~ designated areas of open space and mechanisms for maintenance and management.

In addition, the City's Park and Recreation Master Plan ~~contains (to be completed in 1992) will contain~~ information on open space acquisition and maintenance.

Guiding Policy

A. Require open space management and maintenance programs for open space areas established through subdivisions and Planned Development districts. Programs should include standards to ensure control of potential hazards; appropriate setbacks; and management of the open space so that it produces a positive and pleasing visual image.

Implementing Policies

B. Require that land designated *and offered* as open space *in conjunction with* ~~through~~ development approval be permanently restricted to open space use by recorded map or deed.

C. Require revegetation of cut and fill slopes.

D. Require use of native trees, shrubs and grasses with low maintenance costs in revegetation of cut and fill slopes.

E. Access roads (including emergency access roads), arterial streets and collector streets that must pass through open space areas shall be designed to minimize grading to the maximum extent possible, so as not to damage the ecological and/or aesthetic value and characteristics of the open space area. (See also Implementing Policy H below)

F. Prohibit development within designated open space areas except that designed to enhance public safety and the environmental setting.

[AMENDMENT 7.7: OPEN SPACE MAINTENANCE/ MANAGEMENT - continued]

G. Promote inclusion of hiking, bicycling, and/or equestrian trails within designated open space areas.

Supplementary Implementing Policy - ~~Eastern~~ Extended Planning Area

H. Due to difficult terrain, some damage to ecological and aesthetic values may result from construction of streets and emergency access roads in the ~~Eastern~~ Extended Planning Area. These roads shall be designed to incorporate feasible measures which minimize adverse effects on visual and biological resources.

AMENDMENT 8.2.2 FIRE HAZARD AND FIRE PROTECTION

[Amend text and add Implementing Policy F as follows]

8.2.2 Fire Hazard and Fire Protection

~~The Dougherty Regional Fire Authority (DRFA) provides urban fire protection with a sworn staff of 50 responding to over 1,250 calls per year from two stations. The "3" insurance rating given to the district is the best reasonably achievable.~~

Dougherty Regional Fire Authority (DRFA) serves as the fire department for the City of Dublin and as such provides all fire prevention, fire protection and First Responder Emergency Medical Services within the City.

For fire protection, the Authority requires 1,500 gallons per minute for two hours, which equates to 180,000 gallons. Dublin San Ramon Services District (DSRSD) supplies water to the City of Dublin. Currently (1992), the District has a capacity of 10,500 gallons per minute. On a peak day, 5,250 gallons per minute is used for domestic purposes, leaving 3,750 gallons per minute for fire fighting or other uses. According to the Fire Authority, there has been sufficient water to accommodate fire calls in the City of Dublin (personal communication, Harold Ritter, former Fire Chief, Dougherty Regional Fire Authority, January 23, 1992).

Steep, inaccessible slopes and brush create a high fire hazard in the western hills. ~~Major personnel and equipment additions would be needed to protect development in the extended planning area. DRFA does currently provide protection to Camp Parks Military Reservation and to Santa Rita Rehabilitation Center under contract with the County of Alameda. DRFA will need to modernize its fleet and make staffing adjustments to protect development in the extended planning area. For projects that are constructed outside a fire station service area and/or interface with open space, certain built-in fire protection measures will be necessary.~~

Guiding Policy

A. Require special precautions against fire as a condition of development approval in the western hills outside the primary planning area.

Implementing Policies

B. A fire protection buffer zone shall be provided around the perimeter of residential development situated adjacent to undeveloped open space land.

C. Enact a high hazard ordinance specifying sprinklers for all habitable structures beyond five minutes response time from a station.

D. Continue to enforce the City's Fire Safe Roof and Spark Arrestor ordinances.

Guiding Policy Policies - Extended Planning Area

E. Prepare and implement a plan for facilities and personnel at one or more fire stations east of Tassajara Road, as a condition of development approval in the Eastern Extended Planning Area.

F. For development in the vicinity of Schaefer Ranch Road, fire sprinklers and other measures shall be provided in proposed structures as conditions of approval, in lieu of fire station improvements. However, it is the City's intent that a full fire station shall be provided in the Western Extended Planning Area before any substantial development proceeds beyond the general vicinity of Schaefer Ranch Road. A fire station site shall be reserved in the general vicinity of Schaefer Ranch Road near Interstate 580.

[AMENDMENT 8.2.3: FLOODING. Revise text as follows.]

8.2.3 Flooding

Figure 8-2 delineates flood prone areas in the existing City limits. The areas shown identify the 100 and 500 year flood zones. Since this map was published, the City has implemented some downstream improvements, and the map will ultimately be amended by the Flood Emergency Management Agency. *No 100 year or 500 year flood zones have been identified in the Western Extended Planning Area.*

Most of the areas in the 100 year flood plain have been built upon. Any new construction in flood prone areas is required to construct the floor above the floodplain level, per the requirements of the City Public Works Department.

Flooding has not been a major problem in Dublin. In 1983, heavy storms carried debris down from the western hills, blocking drains and causing flooding of backyards and several homes in the Silvergate area. Drains were cleaned, and the situation was alleviated.

Some channel improvements were made in the Scarlett Court area in 1983, and improvements were also implemented along Alamo Creek, adjacent to Dougherty Road. There are currently (as of January 1992) no major flood improvement projects needed or planned for the City of Dublin.

Guiding Policy

A. Regulate development in hill areas to minimize runoff by preserving woodlands and riparian vegetation. Retain creek channels with ample right-of-way for maintenance and for maximum anticipated flow.

Implementing Policies - ~~Primary Planning Area and Eastern Extended Planning Area~~

(See also Conservation Element policies)

B. Require dedication of broad stream corridors as a condition of subdivision *or other development* approval.

C. Protect riparian vegetation and prohibit removal of woodlands wherever possible. Replant vegetation according to the standards in the Eastern Dublin Specific Plan *or other applicable standards* (see also General Plan Guiding Policy 3.1.A).

D. Require drainage studies of entire small watersheds and assurance that appropriate mitigation measures will be completed as needed prior to approval of development in the extended planning area.

E. Continue to participate in the Federal Emergency Management Agency's (FEMA) flood insurance program.

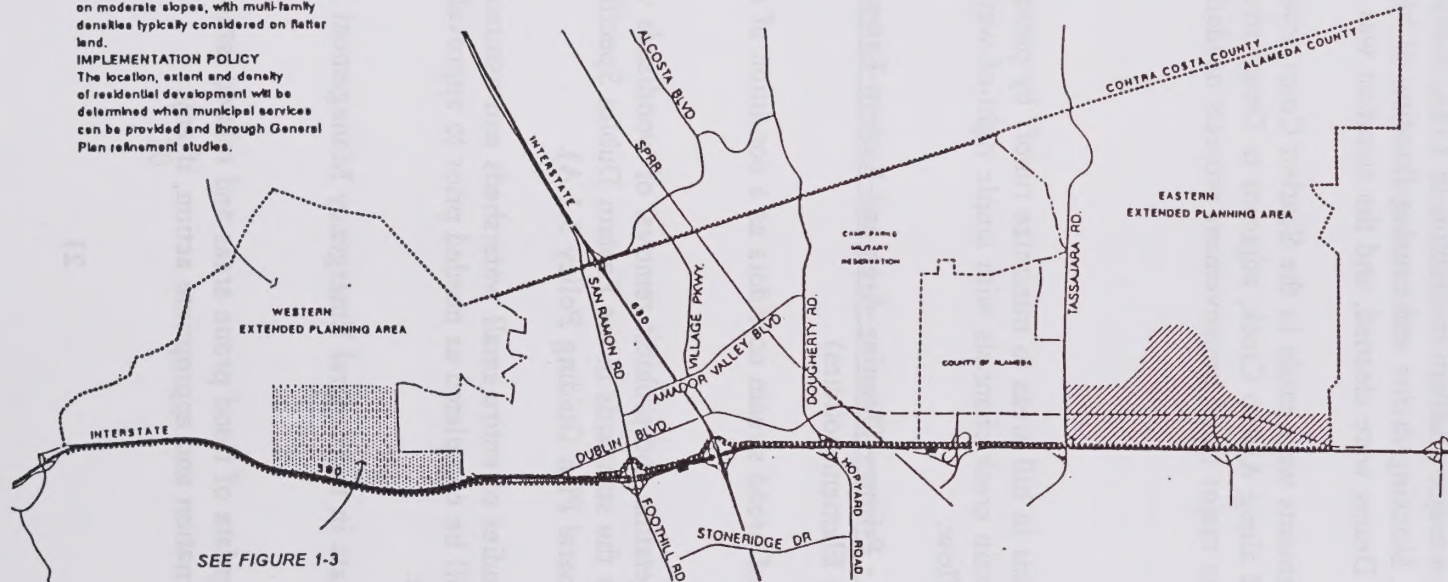
F. Prepare an annual update of flood prone areas and related issues and present to the City Council for their information and appropriate action, if any.

GUIDING POLICY

Consider residential development proposals (including support facilities) on moderate slopes, with multi-family densities typically considered on flatter land.

IMPLEMENTATION POLICY

The location, extent and density of residential development will be determined when municipal services can be provided and through General Plan refinement studies.

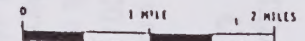


LAND USE

Figure 1-2

Extended Planning Area

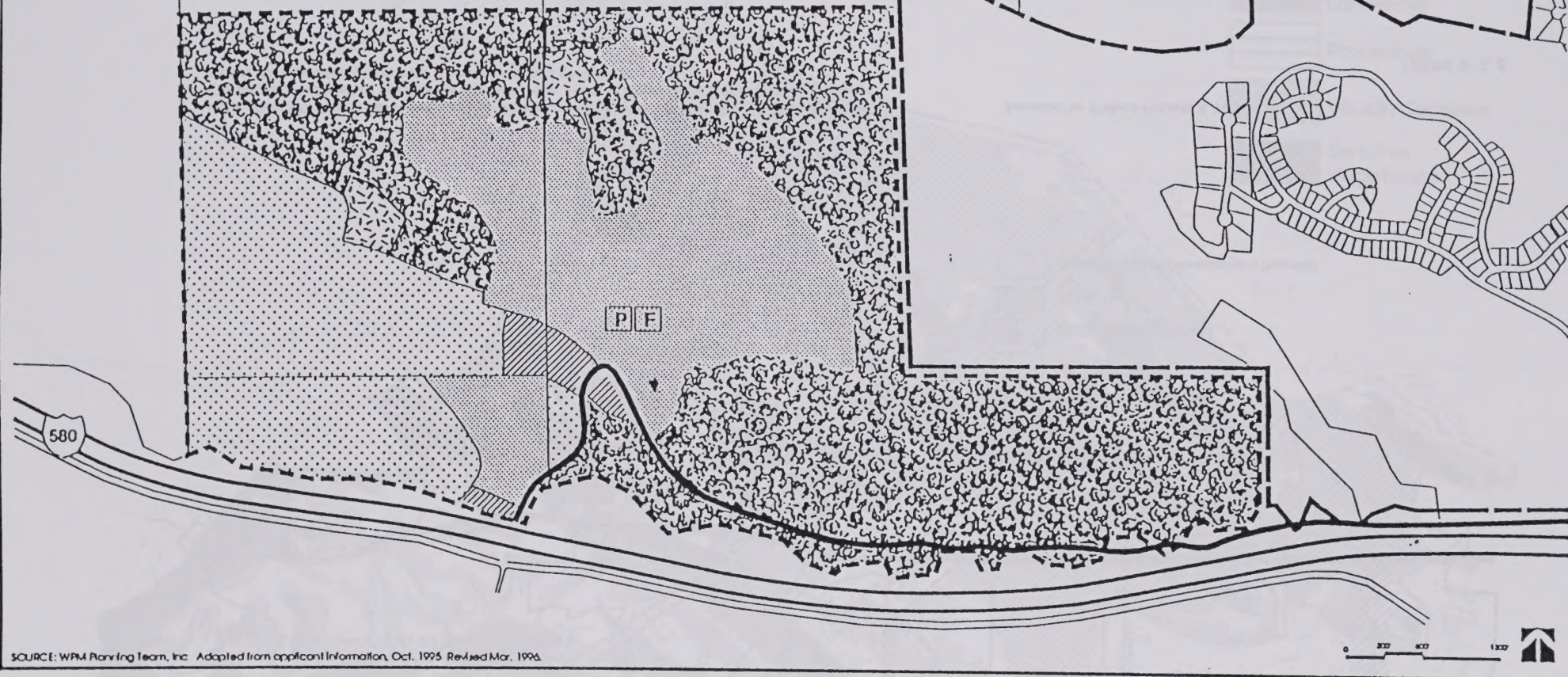
-  Residential/Open Space
-  Business Park/Industrial: Low Coverage
-  Dublin City Limit/Primary Planning Area Boundary
-  Public Lands
-  Extended Planning Area Boundary



DUBLIN GENERAL PLAN

Revised February 1992

LIMIT OF GENERAL PLAN AMENDMENT



SOURCE: WPM Planning Team, Inc. Adapted from applicant information, Oct. 1995. Revised Mar. 1996.

LEGEND

Residential

-  Estate Residential
(0.01 - 0.8 DU/Gross Acre)
-  Single Family Residential
(0.9 - 6.0 DU/Gross Acre)

Commercial/Industrial

-  Retail/Office

Public/Semi-Public/Open Space

-  Public Facilities
-  Neighborhood Park*
-  Fire Station Site*

* Precise location to be determined.

-  Open Space

Circulation

-  Collector Street

Figure 1-3

LAND USE & CIRCULATION
Western Extended Planning Area
Schaefer Ranch Project Sector

SCHAEFER RANCH
• GPA • EIR •

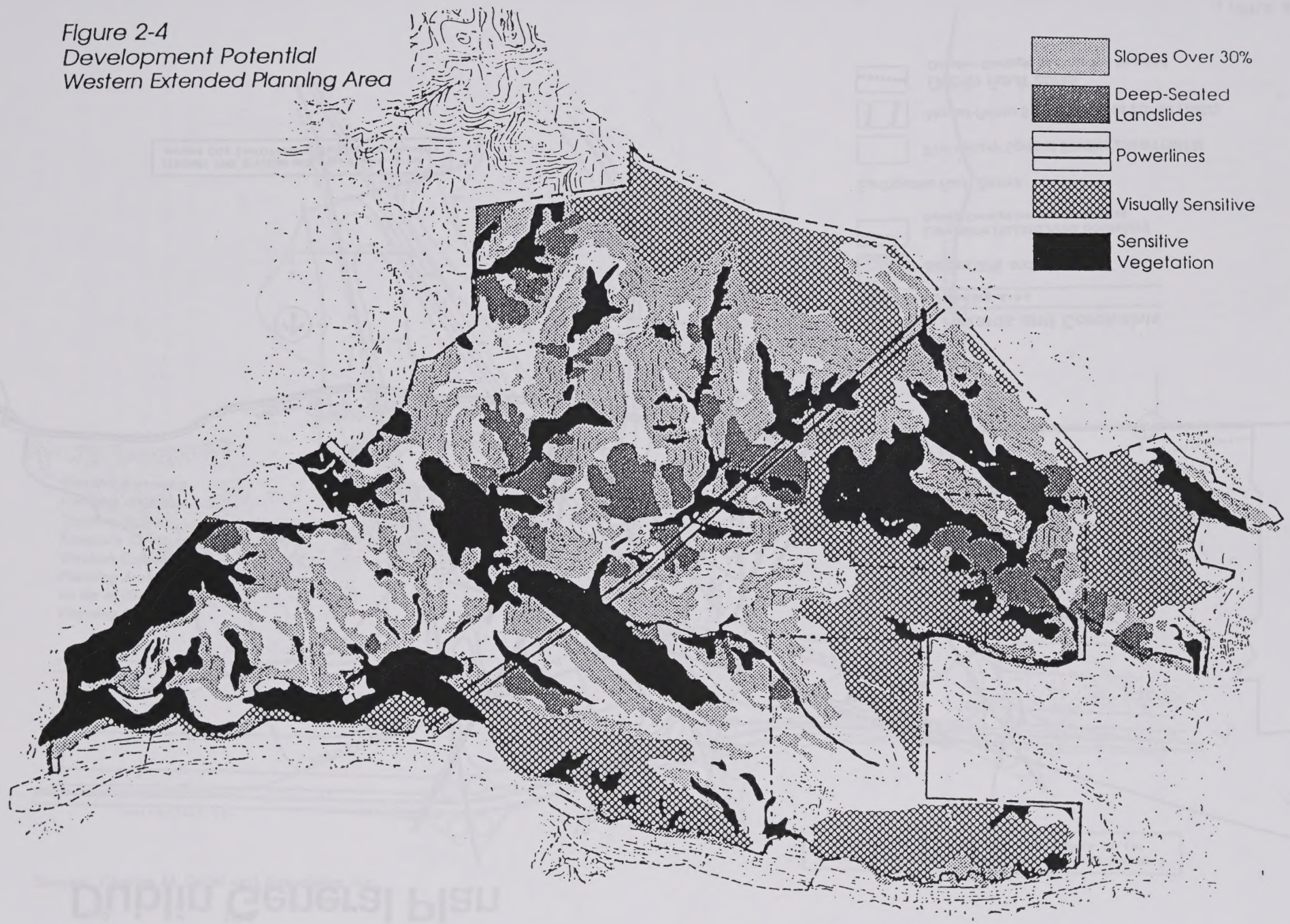


Note: Minor Adjustments have been made in the boundary of the original Eastern Extended Planning Area. The boundary indicated on this figure is schematic only. Refer to Figure 2B for a more detailed boundary layout. All information on this map is approximate and generalized.

Amended by Wallace Roberts & Todd, 1992

FIGURE 5-2.2

Figure 2-4
Development Potential
Western Extended Planning Area



Dublin General Plan



Figure 9-1



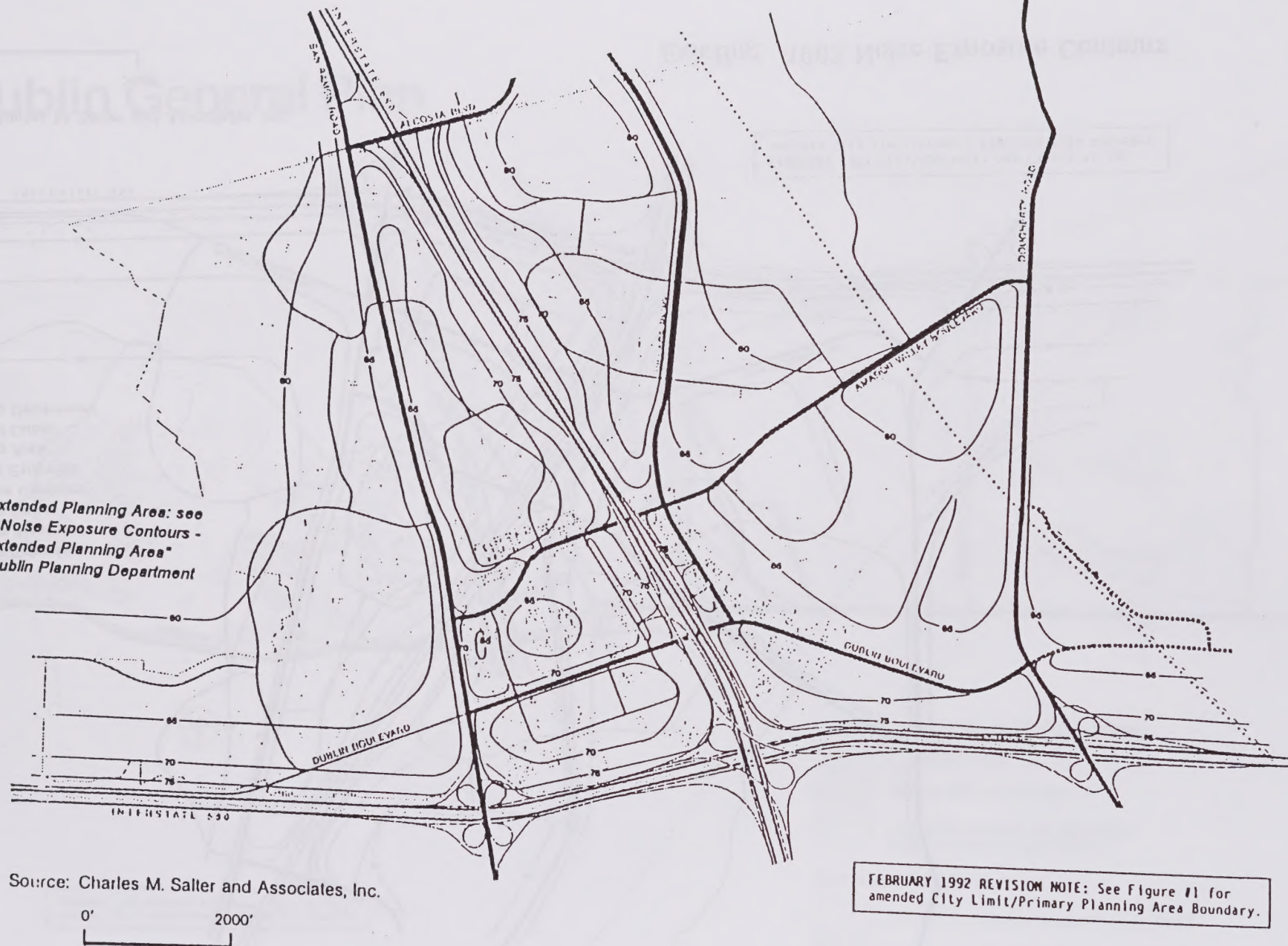
Source: Charles M. Satter and Associates, Inc.

0' 2000'

Existing 1983 Noise Exposure Contours

Figure 9-1

Western Extended Planning Area: see
"Projected Noise Exposure Contours -
Western Extended Planning Area"
on file at Dublin Planning Department



2005 Projected Noise Exposure Contours'

RESOLUTION NO. 95 - 41

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DUBLIN

**RECOMMENDING ADOPTION OF PA 95-035 ARLEN NESS ENTERPRISES
GENERAL PLAN AMENDMENT**

WHEREAS, Arlen Ness submitted an application requesting approval of a General Plan Amendment, from "Business Park/Industrial: Outdoor Storage" to "Retail/Office and Automotive", a Conditional Use Permit to allow a retail use in the M-1 District; and a Site Development Review to allow a 44,016 square foot motorcycle parts mail-order and retail business at 6050 Dublin Boulevard; and

WHEREAS, the Planning Commission did hold a public hearing on said application on October 17, 1995; and

WHEREAS, proper notice of said public hearing was given in all respects as required by law; and

WHEREAS, the application has been reviewed in accordance with the provisions of the California Environmental Quality Act (CEQA) and a Negative Declaration has been prepared for this project as it will not have a significant effect on the environment; and

WHEREAS, the existing Business Park/Industrial: Outdoor Storage General Plan land use designation is not appropriate for the area because the extension of Dublin Boulevard has greatly improved access and visibility for the subject property, allowing for intensification of land uses; and

WHEREAS, the proposed Retail/Office and Automotive General Plan land use designation could provide the impetus for the transition of an area characterized by marginal and ill-maintained uses to a retail/office and automotive-oriented area permitting uses which would be valuable additions to the City of Dublin; and

WHEREAS, the Staff Report was submitted recommending that the Planning Commission recommend City Council approval of the application; and

WHEREAS, the Planning Commission did hear and consider all said reports, recommendations, and testimony hereinabove set forth.

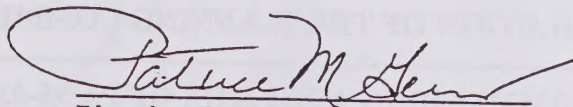
NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin Planning Commission does hereby recommend that the City Council adopt PA 95-035 Arlen Ness Enterprises General Plan Amendment for property located at 6050 Dublin Boulevard; changing the land use designation from the Business Park/Industrial: Outdoor Storage land use designation of the General Plan to the Retail/Office and Automotive land use designation of the General Plan.

PASSED, APPROVED AND ADOPTED this 17th day of October, 1995.

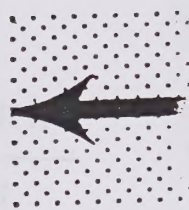
AYES: Commissioners Zika, Geist, Jennings, Johnson and Lockhart

NOES:

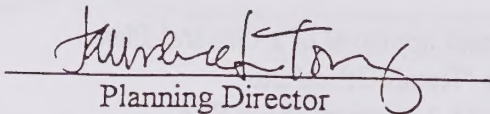
ABSENT:



Planning Commission Chairperson



ATTEST:


Planning Director

g:95035pcgpare

RESOLUTION NO. 55 - 95

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN

* * * * *

APPROVING GENERAL PLAN AMENDMENT FOR PA 95-007
HANSEN RANCH/CALIFORNIA PACIFIC HOMES PHASE II

WHEREAS, California Pacific Homes has requested a General Plan Amendment Study, Planned Development Rezoning and Tentative Map Amendment to redesignate approximately 0.95 acres of the Hansen Ranch Site from Open Space/Stream Corridor to Low Density Single Family Residential (0.5 to 3.8 DU/AC), to allow six homesites in the open space/riparian area, and make other adjustments on the land use map from Low Density Single Family Residential to Open Space land uses for an overall increase in open space land of 0.32 acres; and to rezone the Planned Development Open Space Prezoning to relocate six single family residential lots into the Open Space/Stream Corridor area; and

WHEREAS, pursuant to the provisions of State Planning and Zoning Law, it is the function and duty of the City Council of the city of Dublin to review and act on proposed amendments to the City's General Plan; and

WHEREAS, the Planning Commission held a properly noticed study session on April 17, 1995, and a public hearing on May 1, 1995 to consider the General Plan Amendment, PD Rezoning, Tentative Map and previous EIR for PA 95-007 planning application for Hansen Hill/California Pacific Homes; and

WHEREAS, proper notice of said public hearing was given in all respects as required by law; and

WHEREAS, the Staff analysis was submitted recommending denial of the General Plan Amendment to designate the 2.4± acre open space area to low density single family residential (0.5 to 3.8 DU/AC); and

WHEREAS, the General Plan Amendment has been reviewed in accordance with the provisions of the California Environmental Quality Act; and

WHEREAS, the certified Hansen Ranch EIR determined that development within the proposed area could have significant adverse impacts to the oak woodland/riparian habitat area; and

WHEREAS, the Planning Commission on May 1, 1995 adopted Resolution Nos. 95-13, 94-14 and 95-15 recommending denial of the proposed amendments; and

WHEREAS, the City Council considered the Planning Commission recommendation at a duly noticed public hearing on May 8, 1995, May 22, 1995, and June 13, 1995; and

WHEREAS, the City Council considered all reports, recommendations and written and oral testimony submitted at the Public Hearing as herein above set forth; and

WHEREAS, the City Council on June 13, 1995 adopted Resolution No. 54-95 adopting CEQA findings, certifying a final environmental impact report and adopting a statement of overriding considerations.

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council does hereby find:

1. That the City of Dublin has adopted a General Plan as a long term policy document which contains several long term goals including preserving oak woodlands and riparian vegetation; and

2. That the proposed general plan amendment (PA 95-007) is consistent with the existing General Plan policies that require preservation of oak woodlands and riparian vegetation in that (a) the lots which will be relocated into 0.95 ± acre area will be sited to avoid the riparian corridor to the greatest extent practicable; (b) the proposed development includes measures to enhance vegetation in the reconstructed swale over the riparian corridor; (c) grading and loss of oak woodlands will occur in the 0.95 ± acre area in any event in order to construct the road which traverses this area, (d) the General Plan Amendment results in a net increase of 0.32 acres of open space on the project site; and

3. That existing General Plan policies require revegetation of graded slopes with native tress, grass, and shrubs and that the portions of the project site to be graded will be revegetated; and

4. That the proposed General Plan Amendment land use designation is consistent with the General Plan policies, in that the proposed development will eliminate grading on 16.28 ± acres of the site which will allow two knolls to remain natural and ungraded, thus advancing general plan policies 2.1.4 (c), 3.1 (c), 3.3 (g), and 3.3 (h) restricting development along ridgelines; and lots will be moved away from the earthquake fault, and grading improvements will be made to repair landslides, thus advancing general plan policy 8.1(a).

BE IT FURTHER RESOLVED THAT THE Dublin City Council approves PA 95-007, Hansen Ranch/California Pacific Homes General Plan Amendment; and redesignates approximately 0.95 acres of the Hansen Ranch Site from Open Space/Stream Corridor to Low Density Single Family Residential (0.5 to 3.8 DU/AC), to allow six homesites in the open space/riparian area, and make other adjustments on the land use map from Low Density Single Family Residential to Open Space land uses, for an overall increase in Open Space land of 0.32 acres, as shown on Attachment 1, Staff Study.

BE IT FURTHER RESOLVED THAT THE Dublin City Council does hereby direct the Staff to edit, format, and print the up-to-date Dublin General Plan with all City Council approved revisions and without any other substantive changes.

BE IT FURTHER RESOLVED THAT THE Dublin City Council does hereby direct that the Applicant be responsible for all costs the City incurs in providing an up to date Dublin General Plan resulting from the adoption of Hansen Ranch/California Pacific Homes General Plan Amendments.

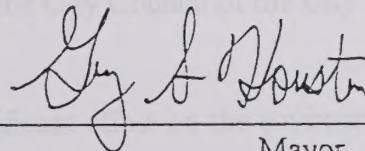
BE IT FURTHER RESOLVED THAT this resolution shall be effective 30 days following the date of adoption.

PASSED, APPROVED AND ADOPTED THIS 13th day of June, 1995.

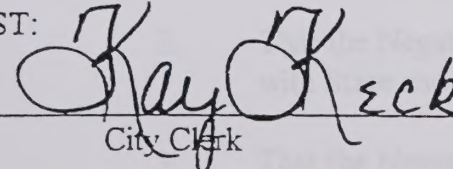
AYES: *Councilmembers Barnes, Burton, Howard and Mayor Houston*

NOES: *Councilmember Moffatt*

ABSENT: *None*



Mayor

TEST: 
City Clerk

RESOLUTION NO. 125 - 95

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN

ADOPTING A NEGATIVE DECLARATION OF ENVIRONMENTAL SIGNIFICANCE
FOR PA 95-035 ARLEN NESS ENTERPRISES GENERAL PLAN AMENDMENT,
CONDITIONAL USE PERMIT AND SITE DEVELOPMENT REVIEW
AT 6050 DUBLIN BOULEVARD

WHEREAS, Arlen Ness submitted an application requesting approval of a General Plan Amendment, from "Business Park/Industrial: Outdoor Storage" to "Retail/Office and Automotive", a Conditional Use Permit to allow a retail use in the M-1 District; and a Site Development Review to allow a 44,016 square foot motorcycle parts mail-order and retail business at 6050 Dublin Boulevard; and

WHEREAS, the California Environmental Quality Act (CEQA), State CEQA guidelines and City Environmental Guidelines require that certain projects be reviewed for environmental impacts and that environmental documents be prepared; and

WHEREAS, the application has been reviewed in accordance with the provisions of the California Environmental Quality Act (CEQA) and a Negative Declaration has been prepared for this project as it will not have a significant effect on the environment; and

WHEREAS, the Planning Commission did hold a public hearing on said application on October 17, 1995; did review and consider the Negative Declaration; and did adopt Resolution No. 95- 40, recommending that the City Council adopt a Draft Resolution approving the Negative Declaration for PA 95-035 Arlen Ness, General Plan Amendment, Conditional Use Permit, and Site Development Review; and

WHEREAS, proper notice of said Negative Declaration and public hearing was given in all respects required by law; and

WHEREAS, the City Council did review and consider the Negative Declaration at a public hearing on October 24, 1995; and

WHEREAS, proper notice of said Negative Declaration and public hearing was given in all respects required by law; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Dublin does hereby find:

1. That the project will not have a significant effect on the environment; and
2. That the Negative Declaration has been prepared and processed in accordance with State and local laws and guideline regulation; and
3. That the Negative Declaration is complete and adequate.

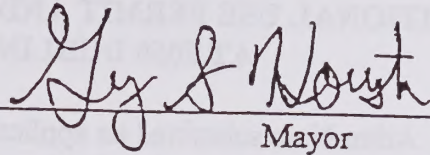
BE IT FURTHER RESOLVED THAT THE Dublin City Council does hereby adopt the Negative Declaration for PA 95-035 Arlen Ness.

PASSED, APPROVED AND ADOPTED this 24th day of October, 1995.

AYES: *Councilmembers Barnes, Burton, Howard, Moffatt and Mayor Houston*

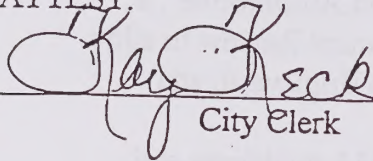
NOES: *None*

ABSENT: *None*



Mayor

ATTEST:



City Clerk

g:pa95035c2ndres
K:/oct-95/resoane1.doc

RESOLUTION NO. 126 - 95

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN

ADOPTING PA 95-035 ARLEN NESS ENTERPRISES
GENERAL PLAN AMENDMENT

WHEREAS, Arlen Ness submitted an application requesting approval of a General Plan Amendment, from "Business Park/Industrial: Outdoor Storage" to "Retail/Office and Automotive"; a Conditional Use Permit to allow a retail use in the M-1 District; and a Site Development Review to allow a 44,016 square foot motorcycle parts mail-order and retail business at 6050 Dublin Boulevard; and

WHEREAS, the Planning Commission did hold a hearing on October 17, 1995, did review and consider the application for a General Plan Amendment for PA 95-035, Arlen Ness, and did adopt Resolution 95-40 recommending that the City Council adopt a Draft Resolution adopting the General Plan Amendment for PA 95-035, Arlen Ness; and

WHEREAS, proper notice of said public hearing was given in all respects as required by law; and

WHEREAS, the application has been reviewed in accordance with the provisions of the California Environmental Quality Act (CEQA) and a Negative Declaration has been prepared for this project as it will not have a significant effect on the environment; and

WHEREAS, the existing Business Park/Industrial: Outdoor Storage General Plan land use designation is not appropriate for the area because the extension of Dublin Boulevard has greatly improved access and visibility for the subject property, allowing for intensification of land uses; and

WHEREAS, the proposed Retail/Office and Automotive General Plan land use designation could provide the impetus for the transition of an area characterized by marginal and ill-maintained uses to a retail/office and automotive-oriented area permitting uses which would be valuable additions to the City of Dublin; and

WHEREAS; the City Council did hold a public hearing on said application on October 24, 1995; and

WHEREAS, proper notice of said public hearing was given in all respects as required by law; and

WHEREAS, the Staff Report was submitted recommending City Council approval of the application; and

WHEREAS, the City Council did hear and consider all said reports, recommendations, and testimony hereinabove set forth.

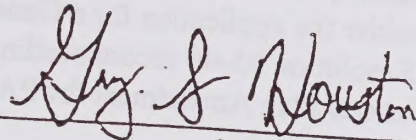
NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council hereby adopts PA 95-035 Arlen Ness Enterprises General Plan Amendment for property located at 6050 Dublin Boulevard; changing the land use designation from the Business Park/Industrial: Outdoor Storage land use designation of the General Plan to the Retail/Office and Automotive land use designation of the General Plan.

PASSED, APPROVED AND ADOPTED this 24th day of October, 1995.

AYES: Councilmembers Barnes, Burton, Howard, Moffatt and Mayor Houston

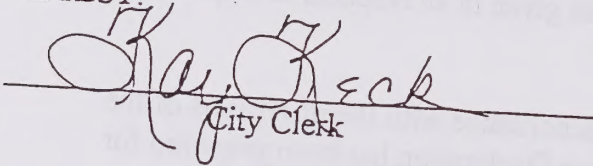
NOES: None

ABSENT: None



Mayor

ATTEST:


City Clerk

RESOLUTION NO. 49 - 96

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN**

*** * * * ***

**APPROVING THE MITIGATED NEGATIVE DECLARATION,
ADOPTING THE MITIGATION MONITORING PROGRAM AND
GENERAL PLAN AMENDMENT FOR PA 95-029, THE TRUMARK HOMES PROJECT**

WHEREAS, Trumark Homes has applied for a General Plan Amendment changing the site's Land Use Designation from Transportation Corridor to Medium Density Residential (**Exhibit A**); and

WHEREAS, the California Environmental Quality Act (CEQA), State CEQA Guidelines and the City of Dublin Environmental Guidelines require that certain projects be reviewed for environmental impacts and that environmental documents be prepared; and

WHEREAS, an Expanded Initial Study and Mitigated Negative Declaration were prepared for the Trumark Homes Project and is available and on file in the Planning Department; and

WHEREAS, Public Resources Code Section 21080.6 requires the City to adopt a reporting or monitoring program for changes in a project or conditions imposed to mitigate or avoid significant environmental effects in order to ensure compliance during project implementation; and

WHEREAS, a Mitigation Monitoring Program has been prepared for the Trumark Homes Project in accordance with Public Resources Code Section 21080.6 and is available and on file in the Planning Department; and

WHEREAS, the Planning Commission of the City of Dublin held a public hearing on April 16, 1996, on the documents entitled Expanded Initial Study, Mitigated Negative Declaration, Mitigation Monitoring Program and the General Plan Amendment for the proposed Trumark Homes Project; and

WHEREAS, the Planning Commission received and reviewed the City Planning Department's Staff Report on the General Plan Amendment, including said Expanded Initial Study, Mitigated Negative Declaration and Mitigation Monitoring Program on the environmental effects of the project; and

WHEREAS, the Planning Commission considered the documentary and oral evidence submitted at the public hearing and using its independent judgment recommended approval of the project to the City Council; and

WHEREAS, the City Council of the City of Dublin held a public hearing on May 14, 1996, on the documents entitled Expanded Initial Study, Mitigated Negative Declaration, Mitigation Monitoring Program and the General Plan Amendment for the proposed Trumark Homes Project; and

WHEREAS, the City Council received and reviewed the City Planning Department's Staff Report on the General Plan Amendment, including said Expanded Initial Study, Mitigated Negative Declaration and Mitigation Monitoring Program on the environmental effects of the project and the Planning Commission's recommendation on the project; and

WHEREAS, the City Council, using its independent judgment, considered the documentary and oral evidence submitted at the public hearing.

NOW, THEREFORE, BE IT RESOLVED that the City Council does hereby find that:

1. The Expanded Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring Program are adequate and have been prepared in compliance with the California Environmental Quality Act, CEQA Guidelines and the City of Dublin Environmental Guidelines; and
2. That the City Council has reviewed and considered the information contained in the Expanded Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring Program; and
3. That based upon a review of the analysis of pertinent environmental issues presented in the Expanded Initial Study, the City Council has hereby found and determined that, although the proposed project may have potentially significant effects on the environment as presented in the Expanded Initial Study, the mitigation measures have reduced any impacts of the project to a level of insignificance and that the project will not have a significant effect on the environment.

BE IT FURTHER RESOLVED that the City Council does hereby approve the Mitigated Negative Declaration and adopt the Mitigation Monitoring Program for the Trumark Homes Project.

BE IT FURTHER RESOLVED that the City Council does hereby find that:

1. The existing Transportation Corridor Land Use Designation in the General Plan is no longer appropriate for this area because the Southern Pacific Railroad no longer has a traction line in this location; and,
2. The Site is suitable for residential development with the incorporation of the mitigation measures included in the Mitigated Negative Declaration.

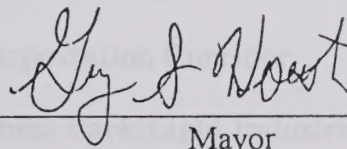
BE IT FURTHER RESOLVED that the City Council does hereby approve PA 95-029, Trumark Homes General Plan Amendment for one parcel (APN 941-0205-006-010), from Transportation Corridor to Medium Density Residential as shown on Exhibit A.

PASSED, APPROVED AND ADOPTED this 14th day of May, 1996.

AYES: *Councilmembers Barnes, Burton, Howard, Moffatt and Mayor Houston*

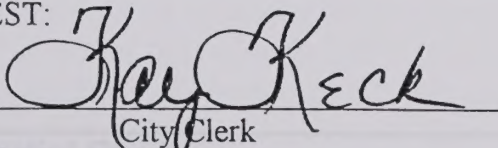
NOES: *None*

ABSENT: *None*



Mayor

ATTEST:



City Clerk

Arroyo Vista
Development

Dougherty Rd.

"Transportation Corridor" to remain

Proposed "Medium Density Residential" Designation

Alamo Creek

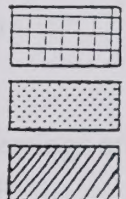
Sierra Ct.

Legend

Medium Density Residential

Transportation Corridor

Business Park/Light Industrial



Initial Study
Trumark Homes General Plan Amendment

Exhibit A
Proposed General Plan

RESOLUTION NO. 77 - 96

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN

* * * * *

ADOPTING THE SCHAEFER RANCH PROJECT GENERAL PLAN AMENDMENT;
MAKING FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT
AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE
SCHAEFER RANCH PROJECT GENERAL PLAN AMENDMENT ;
AND ADOPTING A MITIGATION MONITORING PROGRAM FOR PA 94-028
SCHAEFER RANCH PROJECT GENERAL PLAN AMENDMENT

WHEREAS, Schaefer Heights, Inc. (the applicants) have submitted a request for a General Plan Amendment, Planned Development (PD) Rezoning, and other related entitlement requests to establish land uses, general provisions and development regulations for a development consisting of up to 474 single family homes, and commercial/office, semi-public, and open space land uses on approximately 500 acres, generally located on the north side of the I-580 freeway, at Schaefer Ranch Road, in Alameda County, adjacent to Dublin's Western City limits; and

WHEREAS, a complete application for the General Plan Amendment is available and on file in the Planning Department; and

WHEREAS, In response to a proposal for development of the Schaefer Ranch property, the City of Dublin undertook the Schaefer Ranch General Plan Amendment Study to evaluate the proposed development of the Schaefer Ranch project site within Dublin's Western Extended Planning area; and

WHEREAS, a Draft Environmental Impact Report was prepared on the project, including the General Plan Amendment, Planned Development Rezoning, Annexation to the City, Tentative Subdivision Map, Annexation to and/or detachment from various service districts, possibly including the Dublin San Ramon Services District, Castro Valley School District, and/or the Dublin Unified School District, and approval of subsequent development entitlements. The Draft Environmental Impact Report was filed with the State of California Governors' Office of Planning and Research via the State Clearinghouse (SCH No. 95033070); and

WHEREAS, the Draft Environmental Impact Report was initially circulated for a 45-day public/agency review period beginning on December 27, 1995, and ending on January 16, 1996, and was extended for an additional period to February 20, 1996. Public notice of the availability of the Draft Environmental Impact Report was published in a newspaper of general circulation and mailed to Responsible Agencies and various other interested parties; and

WHEREAS, the City of Dublin Planning Commission held duly noticed public input meetings on the Draft Environmental Impact Report on January 16, 1996, and on February 20, 1996. At these hearings, and through submitted written comments, the Planning Commission received comments on the Draft EIR from the public, responsible agencies, other governmental and private organizations, as well as from City staff and its consultants and property owners and their consultants; and

WHEREAS, the City prepared responses to comments on environmental issues received during the public review period and at the public hearings, which responses clarify and amplify the information

contained in the Draft EIR, providing good faith reasoned analysis supported by factual information. The comments and responses to comments were published with the Final EIR; and

WHEREAS, on May 23, 1996, the Final EIR, Volumes I and II, was distributed to or otherwise made available to the Planning Commission, City Council, Responsible Agencies commenting on the Draft EIR, and other interested parties; and

WHEREAS, A joint study session of the City Council and Planning Commission was held on April 8, 1996, which addressed major issues affecting the physical development of the site, including: provision of public services, such as fire service and schools; access to other Western Dublin properties from the Schaefer Ranch project; and park land requirements, and ownership and maintenance of open space lands; and

WHEREAS, with the consensus direction by the decision makers to proceed with the processing of the Schaefer Ranch project, the City completed preparation of a Draft General Plan Amendment for approximately 500 acres; and

WHEREAS, the Draft General Plan Amendment, dated March, 1996, designates the proposed general distribution and general location and extent of the uses of the Schaefer Ranch project component of the Western Dublin Extended Planning Area for residential, commercial, public, open space and parks, and other categories of public and private uses of land; and

WHEREAS, the Draft General Plan Amendment includes a statement of standards of population density and standards of building intensity for the Schaefer Ranch project; and

WHEREAS, pursuant to the provisions of State Planning and Zoning Law, it is the function and duty of the Planning Commission of the City of Dublin to review and recommend action on proposed amendments to the City's General Plan; and

WHEREAS, a Staff Report dated June 4, 1996, was prepared for the Planning Commission regarding the Schaefer Ranch project Final EIR and proposed General Plan Amendment, which report described the Final EIR, the comments and responses received, and identified issues related to the certification of the EIR; and

WHEREAS, the Planning Commission held a duly noticed public hearing on the Schaefer Ranch project Final EIR and Draft General Plan Amendment on June 4, 1996, in accordance with the provisions of the California Environmental Quality Act through the preparation and review of an Environmental Impact Report. After considering all written and oral testimony submitted at the public hearings, the Planning Commission recommended to the City Council that it certify the Final Environmental Impact Report for the Schaefer Ranch Project/General Plan Amendment, as complete, adequate, and in compliance with CEQA and the City of Dublin's Environmental Guidelines, and recommended City Council adoption of the Draft General Plan Amendment; and

WHEREAS, on July 9, 1996 the City Council held duly noticed a public hearing to hear testimony regarding the Planning Commission's recommendation as set forth in Planning Commission Resolution No. 96-18; and

WHEREAS, on July 9, 1996 the City Council adopted Resolution No.76-96, certifying the Final Environmental Impact Report ("Final EIR") as adequate and complete. The Final EIR identified

significant adverse environmental impacts which can be mitigated to a level of insignificance through changes or alterations in the project. Therefore, pursuant to CEQA, findings adopting the changes or alterations are required and are contained in this resolution. Some of the significant impacts cannot be mitigated to a level of insignificance and a statement of overriding considerations is therefore required pursuant to CEQA and is also contained in this resolution; and

WHEREAS, the environmental impacts associated with the proposed Schaefer Ranch General Plan Amendment are addressed within the Final EIR, and no new effects could occur and no new mitigation measures would be required for the General Plan Amendment that were not addressed in the Final Environmental Impact Report for the Schaefer Ranch project, and the General Plan Amendment is within the scope of the Final Environmental Impact Report; and

WHEREAS, the City Council used their independent judgment, heard and considered all said reports, recommendations and testimony hereinabove set forth, and determines that the proposed Schaefer Ranch General Plan Amendment is in the public interest and intends to adopt such amendment; and

WHEREAS, Public Resources Code section 21081 requires the City to make certain findings if the City approves a project for which an environmental impact report has been prepared that identifies significant environmental effects; and

WHEREAS, Section 15093 of the State CEQA Guidelines requires adoption by the City Council of a statement of overriding considerations if the Council approves a project which will result in unavoidable significant effects on the environment; and

WHEREAS, The Final EIR for the Schaefer Ranch General Plan Amendment identifies certain significant adverse environmental effects; and

WHEREAS, Certain of the significant adverse environmental effects can be reduced to a level of insignificance by changes or alterations in the project; and

WHEREAS, Certain of the significant adverse environmental effects cannot be mitigated to a level of insignificance; and

WHEREAS, Public Resources Code section 21081.6 requires the City to adopt a reporting or monitoring program for changes in a project or conditions imposed to mitigate or avoid significant environmental effects in order to ensure to ensure compliance during project implementation; and

WHEREAS, Government Code section 65300 authorizes a city council to adopt general plan for land outside its boundaries which in the Planning Commission's judgment bears relation to its planning; and

WHEREAS, The Planning Commission has considered whether land outside the City's boundaries bears relation to the City's planning, and has recommended adoption of the General Plan Amendment for the project site.

NOW, THEREFORE, BE IT RESOLVED THAT

A. The Dublin City Council finds the Schaefer Ranch Project, as described in the Final EIR, to be consistent with the Dublin General Plan, as revised by the Schaefer Ranch General Plan Amendment.

C. The Dublin City Council does hereby approve the Schaefer Ranch General Plan Amendment, attached as Exhibit 2-A to this resolution.

D. The Dublin City Council does hereby direct the Staff to edit, format, and print the up-to-date Dublin General Plan with all City Council approved revisions and without any other substantive changes.

BE IT FURTHER RESOLVED THAT the Dublin City Council does hereby make the findings, and rationale for each of the findings, set forth in Exhibit 2-B, attached hereto and incorporated herein by this reference, for the Schaefer Ranch General Plan Amendment.

The Council further finds that the mitigation measures for each identified impact in Exhibit 2-B make changes to, or alterations to, the Schaefer Ranch General Plan Amendment, that, once implemented as described in the Mitigation Monitoring Program (Exhibit 2-C hereto), will avoid or substantially lessen the significant effects of the Schaefer Ranch General Plan Amendment on the environment.

BE IT FURTHER RESOLVED THAT the Dublin City Council does hereby adopt the Statement of Overriding Considerations set forth in Section 6 of Exhibit 2-B, attached hereto, which statement shall be included in the record of the project approval.

BE IT FURTHER RESOLVED THAT the Dublin City Council does hereby adopt the "Mitigation Monitoring Program: Schaefer Ranch General Plan Amendment" attached hereto and incorporated herein as Exhibit 2-C, as the reporting and monitoring program required by Public Resources Code section 21081.6 for the Schaefer Ranch General Plan Amendment.

BE IT FURTHER RESOLVED THAT the Dublin City Council does hereby direct that the Applicants for land use approvals in the Schaefer Ranch General Plan Amendment area shall pay their pro rata share of all costs associated with the implementation of the Mitigation Monitoring Program..

BE IT FURTHER RESOLVED THAT the Dublin City Council does hereby direct the City Clerk to file a Notice of Determination for the Schaefer Ranch General Plan Amendment with the Alameda County Clerk and the State Office of Planning and Research.

BE IT FURTHER RESOLVED THAT the Dublin City Council does hereby direct the City Clerk to make available to the public, within one working day of the date of adoption of this resolution, copies of this resolution (including all Exhibits) and the Schaefer Ranch General Plan Amendment, dated March 1996, as modified by this resolution.

BE IT FURTHER RESOLVED THAT this Resolution shall become effective thirty (30) days from the date of passage.

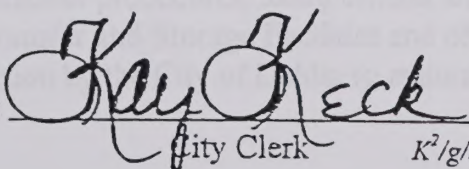
PASSED, APPROVED, AND ADOPTED this 9th day of July 1996, by the following vote:

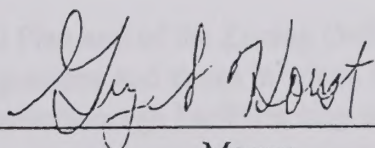
AYES: *Councilmembers Barnes, Burton, Moffatt and Mayor Houston*

NOES: *None*

ABSENT: *Councilmember Howard*

ABSTAIN: *None*

ATTEST: 
City Clerk


Mayor

RESOLUTION NO. 86 - 96

A RESOLUTION OF THE DUBLIN CITY COUNCIL

PA 96-024 ALAMEDA COUNTY HAZARDOUS WASTE MANAGEMENT PLAN
GENERAL PLAN AMENDMENT

WHEREAS, The County of Alameda has adopted a County Hazardous Waste Management Plan; and

WHEREAS, The management of hazardous wastes generated by our highly technological society has become one of the leading concerns of the City of Dublin; and

WHEREAS, AB 2948 (Tanner, 1986) was signed into law to require each county to adopt a County Hazardous Waste Management Plan and for each city to incorporate the county plan into their general plans within a specified time period; and

WHEREAS, The Alameda County Hazardous Waste Management Plan addresses the requirements of AB 2948 by conducting a planning process to develop a hazardous waste management program meeting Alameda County's projected needs and complying with state law, a plan which establishes goals and policies pertaining to the hierarchy of hazardous waste management strategies and a set of criteria for the siting of expanded or new offsite hazardous waste facilities; and

WHEREAS, Cities have until June 30, 1996, to incorporate the County plan into their general plans; and

WHEREAS, The Planning Commission did hold a public hearing on said application on June 18, 1996, at which it recommended that the City Council adopt PA 96-024 Alameda County Hazardous Waste Management Plan General Plan Amendment; and

WHEREAS, Proper notice of said public hearing was given in all respects as required by law; and

WHEREAS, The project has been found to be categorically exempt under Section 15308 of the State CEQA Guidelines which consist of actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment; and

WHEREAS, The amendment of the General Plan and of the Zoning Ordinance to establish procedures, siting criteria and land use designations and zones in which Small-Scale Transfer and Storage Facilities and of Industrial Transfer/Storage Facilities may be located is an action by the City of Dublin to maintain, restore, enhance and protect the environment; and

WHEREAS, All subsequent decisions regarding location of these facilities are subject the requirements of CEQA; and

WHEREAS, The proposed general plan amendment is substantially consistent with the adopted Alameda County Hazardous Waste Management Plan; and

WHEREAS, It is in the public interest to prohibit the location of facilities for the land disposal of hazardous wastes or treatment residues because it promotes the objectives of the Alameda County Hazardous Waste Management Plan which intends these facilities for remote areas; and

WHEREAS, That the inclusion of household hazardous waste facilities in the Small-Scale Transfer and Storage Facility category will facilitate the establishment of such a necessary facility

WHEREAS, The measurement of distance criteria from facilities to residential designated areas will provide a greater buffer for residential areas from potential impacts; and

WHEREAS, The requirement that facilities be directly served by streets meeting the City's industrial road standards and that they be accessible via Major and Arterial streets will assure that adequate and safe access for facilities will be provided; and

WHEREAS, The requirement for an adequate level of public services for facilities and for a minimum three minute response time from the nearest fire station are necessary to ensure public safety; and

WHEREAS, The restriction of facilities to the Business Park/Industrial: Outdoor Storage, Business Park/Industrial: Low Coverage, and Industrial Park designations of the General Plan, while more restrictive than the County Hazardous Waste Management Plan, is appropriate because sufficient potential locations for facilities exist within those designations within the City, and because these areas are easily accessible from anywhere in the City; and

WHEREAS, The Staff Report was submitted including language incorporating the Alameda County Hazardous Waste Management Plan as, "Section 4.6 Alameda County Hazardous Waste Management Plan", and recommending that the Planning Commission recommend City Council approval of the general plan amendment; and

WHEREAS, The City Council did hold a public hearing on said application on July 23, 1996, and

WHEREAS, Proper notice of said public hearing was given in all respects as required by law; and

WHEREAS, the City Council did hear and consider all said reports, recommendations, and testimony hereinabove set forth.

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council does hereby adopt PA 96-024 Alameda County Hazardous Waste Management Plan General Plan Amendment as follows:

4.6 ALAMEDA COUNTY HAZARDOUS WASTE MANAGEMENT PLAN

The management of hazardous wastes generated by our highly technological society has become one of the leading concerns of the City of Dublin. AB 2948 (Tanner, 1986) was signed into law to require each county to adopt a County Hazardous Waste Management Plan and for each city to incorporate the county plan into their general plans within a specified time period. The Alameda County Hazardous Waste Management Plan addresses the requirements of AB 2948 by conducting a planning process to develop a hazardous waste management program meeting Alameda County's projected needs and complying with state law, a plan which establishes goals and policies pertaining to the hierarchy of hazardous waste management strategies and a set of criteria for the siting of expanded or new offsite hazardous waste facilities.

Guiding Policies

- A. The City of Dublin shall encourage the reduction or elimination of hazardous wastes at the source site as the highest priority in the management of hazardous wastes.
- B. The City of Dublin shall make provisions for the location of offsite hazardous waste facilities in its community which meet the fair share needs of the City of Dublin and of Alameda County.

Implementing Policies

- C. The goals, policies, facility siting criteria and other provisions of the Alameda County Hazardous Waste Management Plan are incorporated herein by reference subject to the following provisions to the locational criteria of the plan:
 - 1. Facilities for the land disposal of hazardous wastes or treatment residues are prohibited in the City of Dublin.
 - 2. Small-Scale Transfer and Storage facilities shall include household hazardous waste collection facilities.
 - 3. To assure that future and existing residential populations are adequately considered, the criteria for distances from facilities permitted by the plan shall be from the facilities to residential designated property.
 - 4. To assure that facilities are appropriately located with regard to major transportation routes, all sites for offsite hazardous waste facilities shall be directly served by streets meeting the City's industrial road standards and shall be accessible via Major and Arterial streets as designated by the General Plan.

5. To provide an adequate level of public services and to assure an adequate margin of public safety, all facilities shall be adequately served by necessary public services as specified by the plan and shall be within a three (3) minute response time from the nearest fire station.

6. To assure proper land use compatibility and adequate proximity to the waste generation stream, all offsite hazardous waste facilities shall be located in areas designated Business Park/Industrial: Outdoor Storage, Business Park/Industrial: Low Coverage, and Industrial Park on the General Plan.

D. A violation of Zoning Ordinance Section 8-104.0, HAZARDOUS WASTE FACILITIES LOCATION PROCEDURE, pertaining to the Alameda County Hazardous Waste Management Plan is deemed to be a violation of the Dublin General Plan. The General Plan determines that the implementation of the Alameda County Hazardous Waste Management Plan through the guiding and implementing policies of the General Plan and by means of Section 8-104.0 of the Zoning Ordinance is necessary to protect the public health, safety, and welfare.

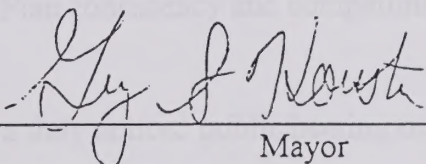
PASSED, APPROVED AND ADOPTED this 23rd day of July, 1996.

AYES: Councilmembers Barnes, Burton, Howard, Moffatt and Mayor Houston

NOES: None

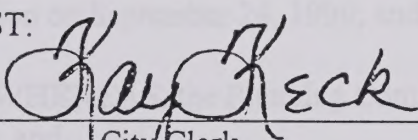
ABSENT: None

ABSTAIN: None



Mayor

ATTEST:



City Clerk

122

RESOLUTION NO. 124 - 96

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN

APPROVING THE EASTERN DUBLIN SPECIFIC PLAN AMENDMENT AND
GENERAL PLAN AMENDMENT FOR PA 96-020

WHEREAS, the Alameda County Surplus Property Authority has requested approval of a Plan Amendment for the Eastern Dublin Specific Plan and City of Dublin General Plan for revisions to portions of the Eastern Dublin Specific Plan Land Use and Circulation System maps and City of Dublin General Plan Land Use Map; and

WHEREAS, a complete application for the Plan Amendment is available and on file in the Planning Department; and

WHEREAS, the City has prepared an Initial Study and Mitigated Negative Declaration ("MND") for the project; and

WHEREAS, the City of Dublin has evaluated the requested amendments and is recommending additional amendments to ensure overall Plan consistency and compatibility with surrounding uses;

WHEREAS, the Planning Commission did hold a duly noticed public hearing on said application on September 24, 1996; and

WHEREAS, the Planning Commission recommended approval of the Project to the City Council; and,

WHEREAS, the City Council did hold a duly noticed public hearing on said application on October 15, 1996; and

WHEREAS, the Staff Report was submitted recommending that the City Council approve the amendments to the City of Dublin General Plan and Eastern Dublin Specific Plan; and

WHEREAS, the City Council did hear and use their independent judgment and considered all said reports, recommendations and testimony hereinabove set forth.

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council hereby finds that the proposed changes to the Eastern Dublin Specific Plan (EDSP) are consistent with the City of Dublin General Plan as proposed to be amended herein. The changes to the EDSP

will provide a new land use designation to assist development in Eastern Dublin. Changes to the circulation system in the EDSP and General Plan will provide a better configuration and improve traffic flow through the area. These changes will help implement policies of the General Plan regarding development in Eastern Dublin

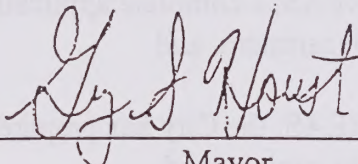
NOW, THEREFORE, BE IT FURTHER RESOLVE THAT THE Dublin City Council hereby approves the Amendments to the Eastern Dublin Specific Plan and City of Dublin General Plan, attached as Exhibit 3 to the Staff Report for PA96-020 dated October 15, 1996.

PASSED, APPROVED AND ADOPTED this 15th day of October, 1996.

AYES: Councilmembers Barnes, Burton, Howard, Moffatt, & Mayor Houston

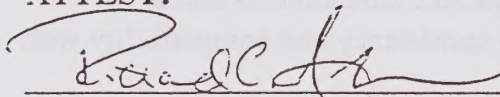
NOES: None

ABSENT: None



Mayor

ATTEST:



Deputy City Clerk

G:\PA96020\ccres2

CITY OF DUBLIN GENERAL PLAN AND
EASTERN DUBLIN SPECIFIC PLAN
TEXT AND MAP AMENDMENTS

The following are proposed amendments to the Eastern Dublin Specific Plan as part of PA96-020:

1. A revision to the Eastern Dublin Specific Plan Land Use Map (Figure 4.1 of the EDSP dated January 7, 1994) to rearrange land uses and to add 'Industrial Park/Campus Office' as a new 'combined' land use category. The revised portion of the map is attached.
2. A revision to the EDSP Road System (Figure 5.1 of the Specific Plan dated January 7, 1994) to realign the planned alignment of Hacienda Drive north of the proposed Central Parkway (also referred to as the Transit Spine in the EDSP). The revised portion of the map is attached.
3. A Text Amendment to Chapter 4 of the Eastern Dublin Specific Plan relating to nuisance and land use compatibility as a result of rearranging of land uses on Figure 4.1

Policy 4-7:

Before the construction of any of the residential units in Subarea C, by any developer, within 400 feet of Gleason Drive, the Alameda County Sheriff's firearms ranges shall be relocated or reconstructed by that developer for appropriate sound and public safety mitigation to the satisfaction of the Sheriff. Reimbursement for costs associated with said relocation or reconstruction will be considered by the City when adjacent affected properties are developed.

Any developer seeking building permits on any residential dwelling unit north of Central Parkway in Subarea C, shall fence the Sheriff's firearms ranges to the satisfaction of the Sheriff for public safety purposes prior to the issuance of building permits.

The addition of this Policy would necessitate renumbering all subsequent policies within the Land Use Section of the 1994 Eastern Dublin Specific Plan.

4. Text Amendments to Chapter 4 of the Eastern Dublin Specific Plan to bring into consistency various tables and text directly related to the change in Figure 4.1 of the Plan:

(note: addition indicated in bold type)

4.9.7 HACIENDA GATEWAY

LAND USE CONCEPT

Last sentence, first paragraph:

“General and Neighborhood Commercial uses are designated along the east **and west** side of Hacienda Drive, to take advantage of the high visibility and convenient vehicular access from I-580, Hacienda Drive, and Dublin Boulevard.”

(Please see Tables attached on separate pages)

5. A Text Amendment to Chapter 11 of the Eastern Dublin Specific Plan relating to Hazards.

11.4.7 Phase I Environmental Site Assessments

Some former uses of the land within the Eastern Dublin Specific Plan area involved the use of materials and methods of processing in the form of construction, in the manufacturing of goods, in the pursuit of agriculture, and in the provision of medical services, which today are considered to be hazardous. Information available to the City indicates that some remnants of these materials may remain on lands within the area. To ensure that development of the Eastern Dublin area does not occur until such time as such materials are either removed or encapsulated on-site, the following condition shall apply.

Policy 11-1:

Prior to issuance of building permits for site-specific developments, site-specific Phase I (and if necessary Phase II) environmental site assessments shall be made available to the Community Development Director, with appropriate documentation that all recommended remediation actions have been completed.

6. Text Amendments to Chapter 5, Traffic and Circulation, to ensure consistency with the applicant's proposed amendments, and to specifically address Arnold Drive, Dublin Boulevard, and Gleason Drive

(Note: additions indicated in bold type, deletions, indicated by ~~strike through~~)

5.2.2 NORTH-SOUTH CIRCULATION

: (at first paragraph, first sentence) The major north-south streets will be Arnold Drive, Hacienda Drive. . . .

(beginning of second paragraph) Arnold Drive will facilitate access to Dublin Boulevard for residents and employees along the western boundary of the planning area. Arnold Drive is planned as a four lane road with extends from the northern City boundary to Dublin Boulevard.

(new last paragraph for Section 5.2.2) Arnold Drive will be a north south road that will connect the BART station to Gleason. Arnold Drive will be limited access which will serve local as well as through traffic.

5.2.3: (end of second paragraph). . the freeway. Dublin Boulevard is also a major transit route which connects residential and employment users along Dublin Boulevard to BART.

Gleason Road, located a-Approximately a half mile north of and parallel to the Dublin Boulevard extension, will be widened to, ~~a smaller~~ a four lane arterial road ~~would be located along the Gleason Road~~ along its current alignment.

7. A revision to the General Plan to incorporate changes resulting from amendment of the proposed Amendment of the EDSP (replacing the EDSP Land Use Map with the revised EDSP Land Use Map in the City of Dublin General Plan).

G:\PA96-020\exhibit

Table 4.1
EASTERN DUBLIN SPECIFIC PLAN
LAND USE SUMMARY

Land Use Designation	Land Area	Density	Yield
COMMERCIAL/INDUSTRIAL			
General Commercial	298.2 acres	.25-.35 FAR	3.365 MSF
Neighborhood Commercial	73.6 acres	.30-.35 FAR	1.031 MSF
Campus Office	220.2 acres	.35-.75 FAR	4.625 MSF
Industrial Park	72.4 acres	.25 FAR	.719 MSF
Subtotal			9.740 MSF
RESIDENTIAL			
High Density	68.2 acres	35 du/ac	2,387 du
Medium High Density	133.4 acres	20 du/ac	2,637 du
Medium Density	482.3 acres	10 du/ac	4,823 du
Single Family	612.6 acres	4 du/ac	2,492 du
Rural Residential/Agric.	410.8 acres	.01 du/ac	4 du
Subtotal			12,343 du
PUBLIC/SEMI-PUBLIC			
Public/Semi-Public	96.3 acres	.24 FAR	1.049 MSF
SCHOOLS			
Elementary School	69.6 acres		6.5 schools
Junior High School	35.9 acres		1.8 schools
High School	55.3 acres		1 schools
Subtotal			
PARKS AND OPEN SPACE			
City Park	56.3 acres		1 park
Community Park	126.7 acres		2 parks
Neighborhood Park	45.2 acres		7 parks
Neighborhood Square	13.3 acres		7 parks
Subtotal	241.5 acres		17 parks
Open Space	436.9 acres		
Subtotal	678.4 acres		17 parks
TOTAL LAND AREA	3,307.2 acres		

Table 4.2
EASTERN DUBLIN SPECIFIC PLAN
POPULATION AND EMPLOYMENT SUMMARY

	Development	Sq. Ft./Employees	Person/du	Population
Commercial				
General Commercial	3.365 MSF	510		6,598
Neighborhood Commercial	1.031 MSF	490		2,104
Campus Office	4.625 MSF	260		17,787
Industrial Park	0.719 MSF	590		1,218
Public/Semi-Public	1.049 MSF	590		1,778
TOTAL	10.788 MSF			29,484
Residential				
High Density	2,387		2.0	4,774
Medium High Density	2,637		2.0	5,274
Medium Density	4,823		2.0	9,646
Single Family	2,492		3.2	7,974
Rural Residential/Agric.	4		3.2	13
TOTAL	12,343			27,681

Table 4.3
CITY OF DUBLIN
PROJECTED JOBS/HOUSING BALANCE

Planning Area	Dwelling Units	Jobs	Employed Residents	Balance	Ratio
Existing City of Dublin	7,100	12,210	12,000	-210	1.02:1.0
Eastern Dublin Specific Plan Area	12,343	29,484	19,996	-9,488	1.45:1.0
TOTAL	19,443	41,694	31,996	-9,698	1.30:1.0

Table 4.6
TOWN CENTER - RESIDENTIAL
SUBAREA DEVELOPMENT POTENTIAL

Designation	Acres	Density	Development Potential
High Density	33.6	35 du/ac	908
Medium High Density	44.9	20 du/ac	852
Medium Density	189.0	10 du/ac	1,949
Single Family	89.2	4 du/ac	399
Subtotal	356.7		4,108
Open Space	49.8		
City Park	56.3		1 park
Community Park	80.6		1 park
Neighborhood Park	11.6		2 parks
Neighborhood Square	7.5		5 parks
Subtotal	205.8		
Elementary School	31.1		3 schools
Total	593.6		4,108 dwelling units 9 parks 3 elementary schools

Table 4.11
HACIENDA GATEWAY
SUBAREA DEVELOPMENT POTENTIAL

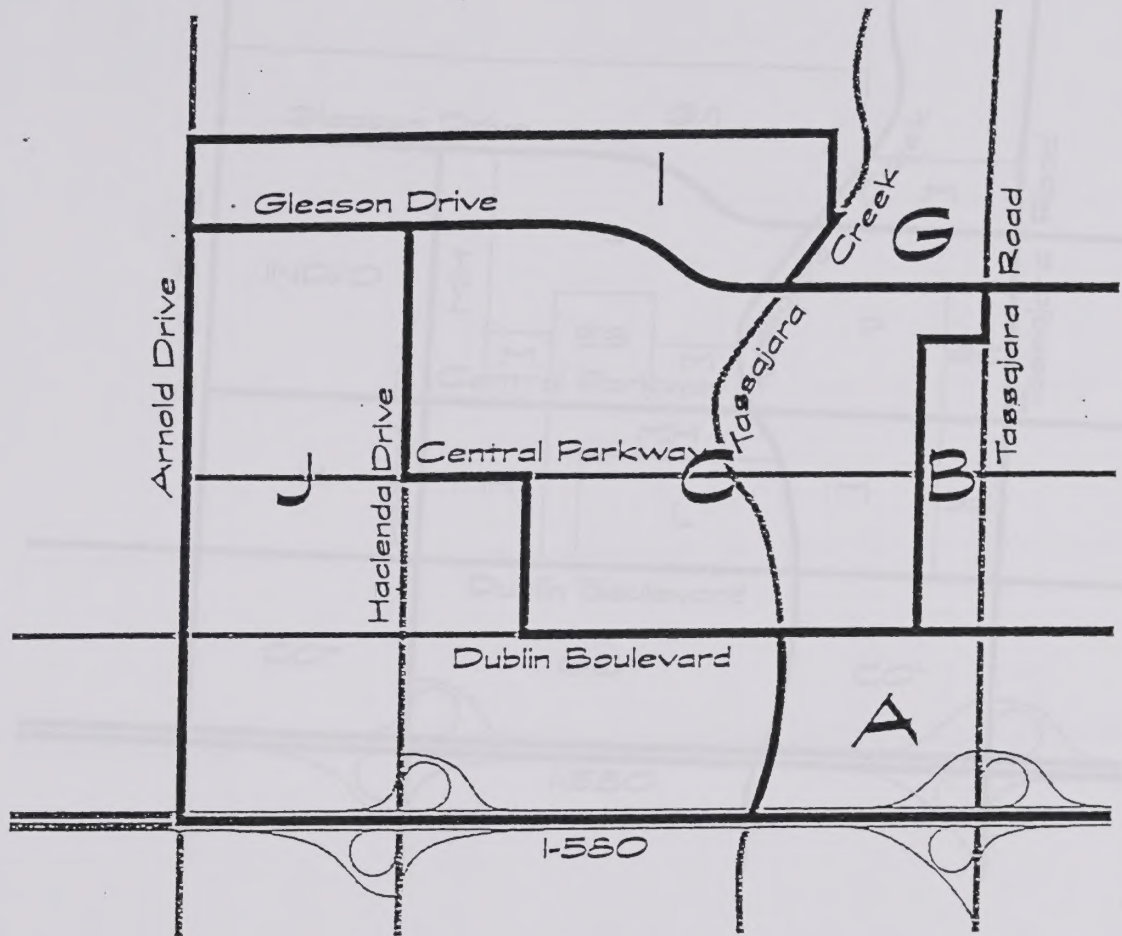
Designation	Acres	Density	Development Potential
General Commercial	85.8	.21 FAR	.800 MSF
Neighborhood Commercial	0.0	.30 FAR	
Campus Office	65.0	.37 FAR	1.048 MSF
Campus Office	53.0	.85 FAR	1.962 MSF
Subtotal	203.8		3.810 MSF
High Density Residential	34.6	35 du/ac	1,211 du
Medium High Density Residential	16.2	20 du/ac	324 du
Residential Subtotal	50.8		1,535 du
Total	254.6		3.810 MSF 1,535 du

Table 4.13
COUNTY CENTER
SUBAREA DEVELOPMENT POTENTIAL

Designation	Acres	Density	Development Potential
Public/Semi Public	88.5	.25 FAR	.964 MSF
Total	88.5		.964 MSF



PROPOSED EASTERN DUBLIN SPECIFIC PLAN PLANNING SUBAREAS

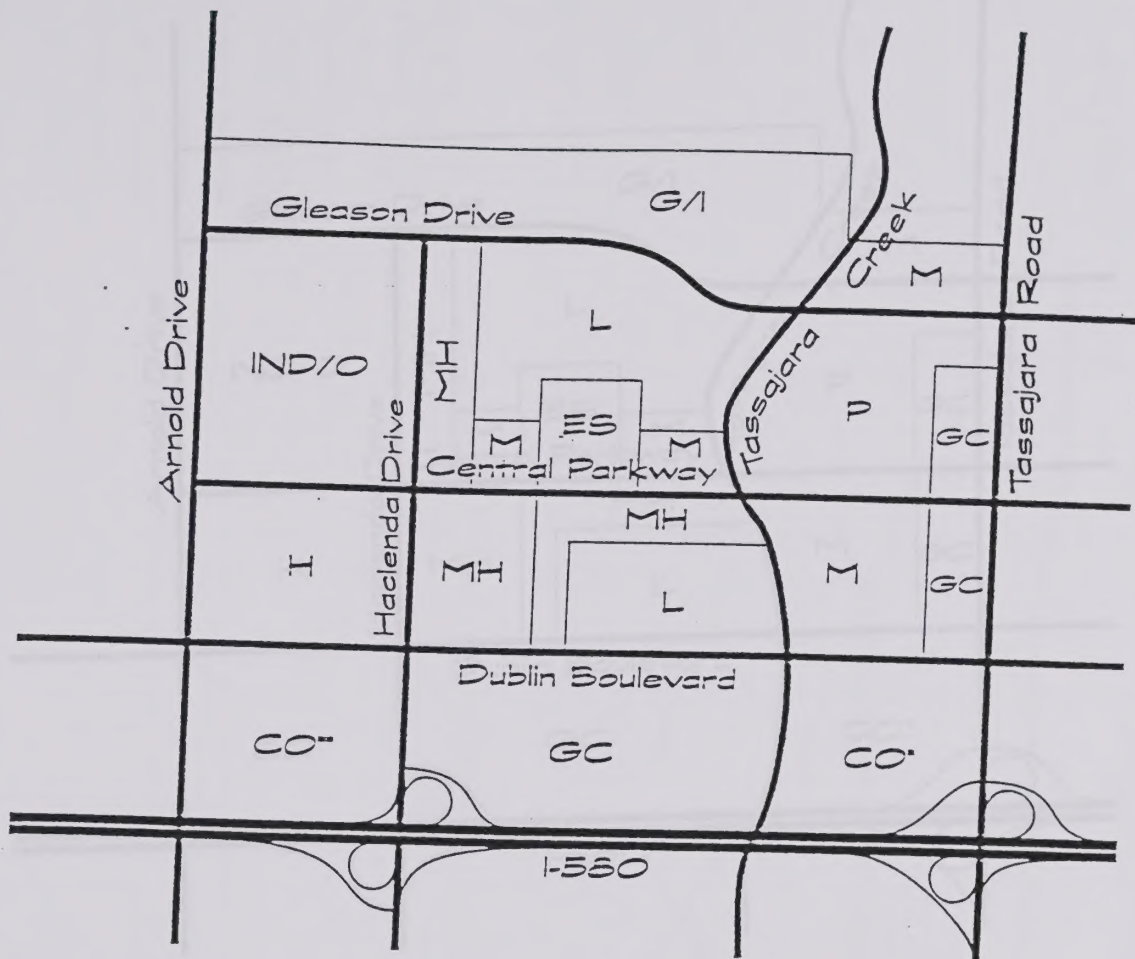


NORTH

A
B
C
G
I
J

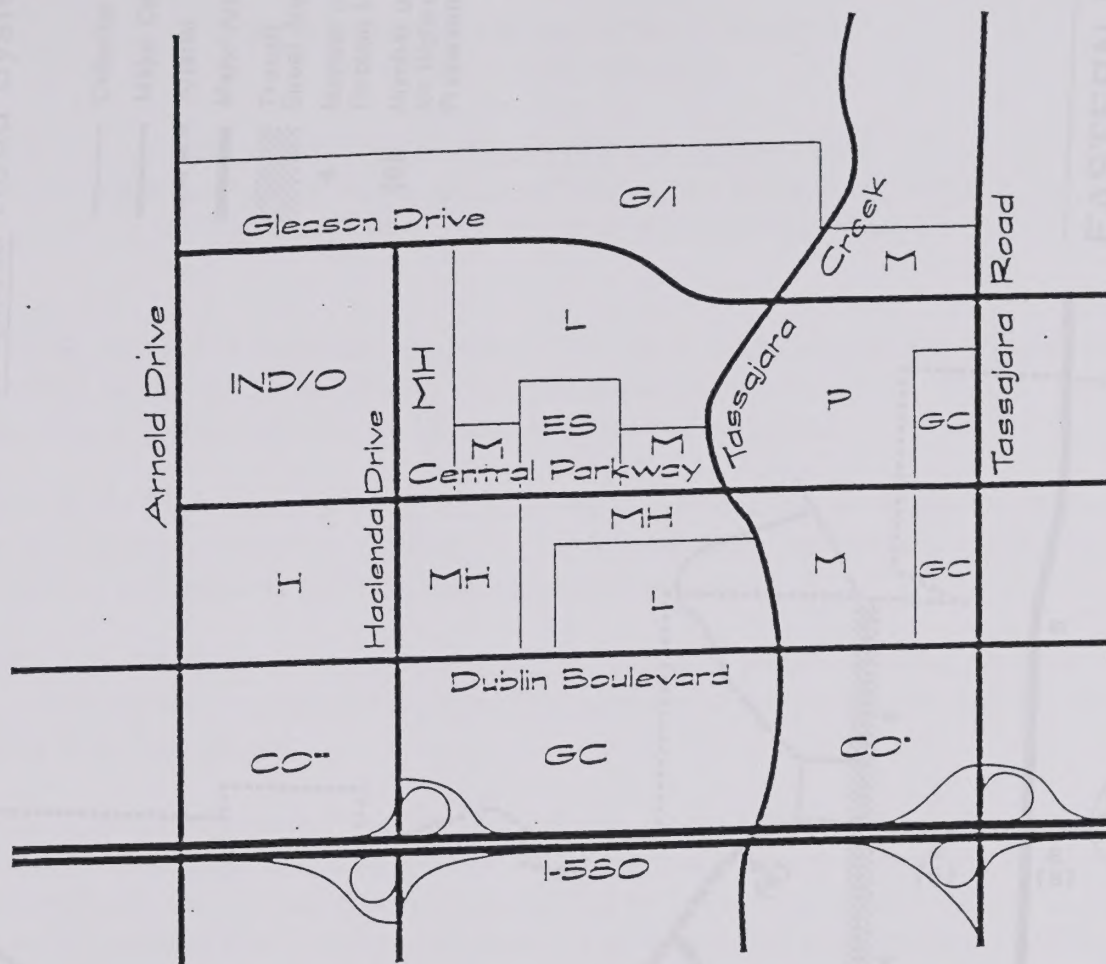
Tassajara Gateway
Town Center - Commercial
Town Center - Residential
Foothill Residential
County Center
Hacienda Gateway

AND GENERAL PLAN LAND USE MAP



- GC General Commercial
- CO Campus Office
- IND/O Industrial Park/Office
- I High Density Residential
- MH Medium High Density Residential
- M Medium Density Residential
- L Single Family Residential
- G/I Public/Semi Public
- ES Elementary School
- P City Park
- NC may be permitted by a
Planned Development
Zoning Process
Includes 5 acres of NC

NORTH

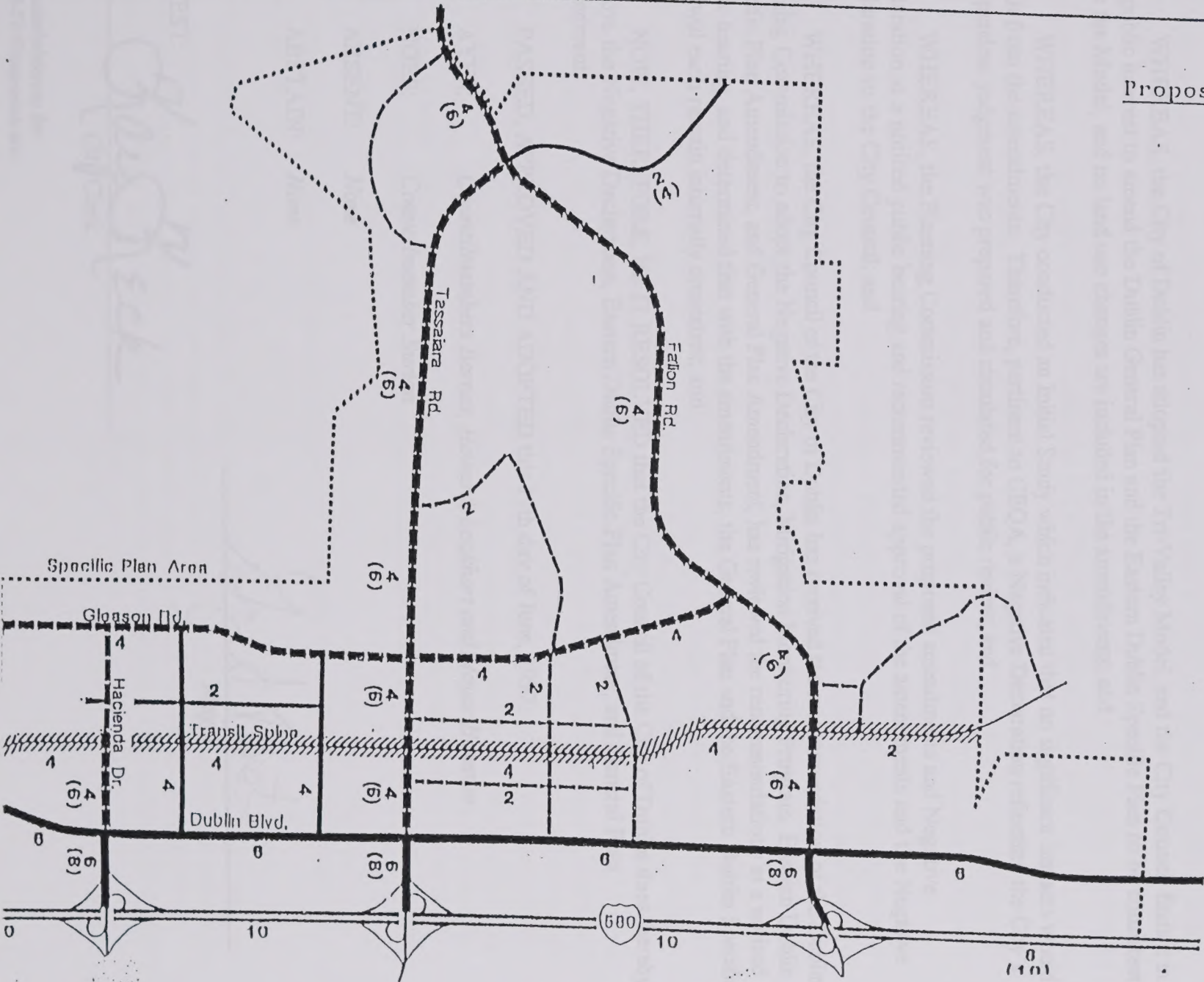


- | | |
|-------|---|
| GC | General Commercial |
| CO | Campus Office |
| IND/O | Industrial Park/Office |
| I | High Density Residential |
| MH | Medium High Density Residential |
| M | Medium Density Residential |
| R | Single Family Residential |
| G/A | Public/Semi Public |
| ES | Elementary School |
| U | City Park |
| NC | NC may be permitted by a
Planned Development
Zoning Process
Includes 5 acres of NC |

NORTH

Proposed Eastern Dublin Specific Plan Land Use Map and General Plan Map

Figure 5.1
Proposed Road System



- Collector
- Major Collector
- Arterial
- Major Arterial
- Transit Street Area
- 4 Number of Through Lanes
- (0) Number of Lanes for Right-of-Way Preservation

EASTERN DUBLIN
Specific Plan

RESOLUTION NO. 77 - 97

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN

ADOPTING THE NEGATIVE DECLARATION,
THE EASTERN DUBLIN SPECIFIC PLAN AMENDMENT,
AND THE GENERAL PLAN AMENDMENT PA 96-052

WHEREAS, the City of Dublin has adopted the Tri-Valley Model, and the City Council finds it in the public interest to amend the Dublin General Plan and the Eastern Dublin Specific Plan to be consistent with the Model, and no land use changes are included in the amendments; and

WHEREAS, the City conducted an Initial Study which indicated that no significant impacts would result from the amendments. Therefore, pertinent to CEQA, a Negative Declaration reflecting the City's independent judgment was prepared and circulated for public review; and

WHEREAS, the Planning Commission reviewed the proposed amendments and Negative Declaration at a noticed public hearing and recommended approval of the amendments and the Negative Declaration to the City Council; and

WHEREAS, the City Council of the City of Dublin has received the recommendation of the Dublin Planning Commission to adopt the Negative Declaration, Mitigation Monitoring Program, Eastern Dublin Specific Plan Amendment, and General Plan Amendment, has reviewed the recommendations at a noticed public hearing, and determined that with the amendments, the General Plan and the Eastern Dublin Specific Plan will each remain internally consistent; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Dublin does hereby approve the Negative Declaration, Eastern Dublin Specific Plan Amendment, and General Plan Amendment.

PASSED, APPROVED AND ADOPTED this 17th day of June, 1997.

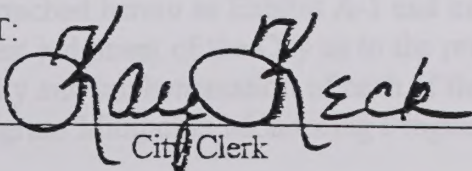
AYES: *Councilmembers Barnes, Howard, Lockhart and Mayor Houston*

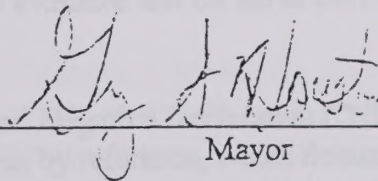
NOES: *Councilmember Burton*

ABSENT: *None*

ABSTAIN: *None*

ATTEST:


City Clerk


Mayor

RESOLUTION NO. 140 - 97

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN**

**ADOPTING A NEGATIVE DECLARATION AND GENERAL PLAN AMENDMENT/
EASTERN DUBLIN SPECIFIC PLAN AMENDMENT FOR DUBLIN RANCH
AREAS B THROUGH E PLANNED DEVELOPMENT REZONING (PA 96-039)**

WHEREAS, the Eastern Dublin General Plan Amendment ("GPA") and Eastern Dublin Specific Plan ("EDSP") were adopted by the City in 1993; and

WHEREAS, the EDSP provides more specific and detailed goals, policies and action programs for approximately 3313 acres within the GPA area nearest to the City on its Eastern side; and

WHEREAS, a Program Environmental Impact Report ("Program EIR") was prepared for the EDSP and GPA (SCH No. 91103604) and certified by the City Council on May 10, 1993, by Resolution No. 51-93, and two Addenda dated May 4, 1993, and August 22, 1994 ("Addenda") have been prepared and adopted by the City Council; and

WHEREAS, on May 10, 1993, the City Council also adopted Resolution No. 53-93, adopting the GPA and EDSP, making findings and adopting overriding considerations as to the environmental impacts and mitigation measures relating to the EDSP and GPA, and adopting a Mitigation Monitoring Program ("Program MMP") for the GPA and EDSP; and

WHEREAS, Ted Fairfield, representing property owner Jennifer Lin, submitted a Planned Development (PD) District Rezone request (PA 96-039 Dublin Ranch Areas B-E) for rezoning an approximately 453-acre site to the following land uses: PD Medium Density Residential (78.8 acres; 958 dwelling units); PD Medium-High Density Residential (8.6 acres; 172 dwelling units); PD High Density Residential (23.6 acres; 744 dwelling units); PD Medium Density Residential/Community Park (13.0 acres; 156 units potentially); PD Rural Residential/Agriculture (99.2 acres, 1 dwelling); PD General Commercial (41.2 acres); PD Campus Office (44.6 acres); Community Park (84.8 acres); PD Open Space (32.4 acres); Neighborhood Square [an Open Space Use] (2.0 acres); Elementary School (partial site, 4.4 acres); High School (partial site, 20.0 acres). These land uses are proposed to accommodate future development of up to 1,875 dwelling units in 11 neighborhoods, commercial and office development, recreational uses, and related improvements. The project is generally located north of the Interstate 580 Freeway, along both sides of the planned Fallon Road extension, and east of Dublin Ranch Phase I, within the Eastern Dublin Specific Plan project area; and

WHEREAS, a complete application for the project is available and on file in the Planning Department; and

WHEREAS, the City has prepared an Initial Study and Negative Declaration ("ND") for the project, attached hereto as Exhibit A-1 and incorporated herein by reference, which documents reflect the independent judgment of the City as to the project's environmental effects, and which addresses the applicability and implementation of each of the programs in the EDSP and each of the mitigation measures in the Program Mitigation Monitoring Program (MMP); and

WHEREAS, the Initial Study is supplemented by studies regarding noise, traffic, biological and visual impacts incorporated herein by reference. Copies of these studies are available for review at the City of Dublin Planning Department; and

WHEREAS, the Initial Study demonstrated that the Project would have no potentially significant environmental impacts which were not adequately described and analyzed in the Program EIR. Project-specific impacts beyond those in the Program EIR were addressed in the Initial Study and supplemental studies. All recommendations from the supplemental studies are included in the project description and/or reflected or confirmed in conditions of approval; and

WHEREAS, a 30 day public review period was held for the Negative Declaration, from June 18, 1997, through July 18, 1997; and

WHEREAS, no letters commenting on the Negative Declaration were received during the comment period; and

WHEREAS, the Planning Commission held a public hearing on the project on October 28, 1997 and recommended approval of the Negative Declaration and the project in Resolution No. 97-024; and

WHEREAS, on November 18, 1997, the City Council held a duly noticed public hearing on the project, during which it considered the Planned Development (PD) District Rezone request and Negative Declaration

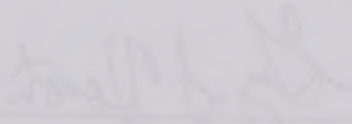
NOW, THEREFORE, BE IT RESOLVED THAT THE City Council hereby finds that:

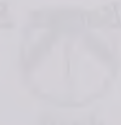
1. The foregoing recitals are true and correct and incorporated herein as a part of this resolution.
2. Pursuant to Section 21083.3, subdivision (b) and (e), of the Public Resources Code and pursuant to Section 15168 of the State CEQA Guidelines, the Project is within the scope of the EDSP and the GPA Program EIR, the Project and all of its potentially significant environmental impacts were adequately described and analyzed in the EIR, the Project incorporates all applicable mitigation measures identified in the Program EIR, and all of the Project's potentially significant environmental impacts will be mitigated to a level of insignificance with the imposition of the mitigation measures identified in the Program MMP, and no new significant impacts were identified in the Initial Study for the Project.
3. Pursuant to Section 21166 and Section 21083.3, Subdivisions (b) and (e), of the Public Resources Code, and pursuant to Sections 15162 and 15168 of the State CEQA Guidelines:
 - a) the Project does not constitute a change from the program (i.e. the GPA and the EDSP) analyzed in the Program EIR which would require major revisions in the Program EIR;
 - b) there are no substantial changes in the surrounding circumstances under which the Project is being undertaken from those circumstances which existed when the City certified the Program EIR which would require major revisions in the Program EIR; and
 - c) there is no new information of substantial importance to the GPA, the EDSP, or the Project which, despite the exercise of reasonable diligence, could not have been known when the Program EIR was certified and which shows either (i) that the Project will have significant environmental effects not

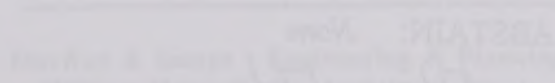
Exhibit A-1

INCORPORATED

BY REFERENCE


MAYOR




CITY CLERK

discussed or substantially underestimated in the Program EIR or, (ii) that there are mitigation measures or alternatives not identified as feasible in the Program EIR and not included as part of the Project which would reduce or avoid any significant environmental impacts.

4. Pursuant to section 21080, subdivision (c), of the Public Resources Code and pursuant to section 15074, subdivision (b), of the State CEQA Guidelines, the City Council (1) certifies that it has considered the Negative Declaration; (2) finds that there is no substantial evidence in light of the whole record that the Project will have a significant effect on the environment; and (3) hereby approves the Negative Declaration.

5. The City Council does hereby apply the adopted Eastern Dublin Specific Plan Mitigation Monitoring Program to the Project, along with the conditions made a part of project approval, as a supplement to the Program MMP as the reporting and monitoring program required by Public Resources Code Section 21081.6 for the Project.

6. Pursuant to Public Resources Code Section 21081.6, subdivision (a) (2), the City Council specifies that the documents which constitute the record of proceedings upon which its findings and decision herein are based shall be located at City Hall, and their custodians shall be the City Clerk and the Community Development Director of the City.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council hereby adopts the General Plan/Eastern Dublin Specific Plan Amendment for the Dublin Ranch Areas B-E PD Rezone for the following reasons:

1. The proposed Amendments are consistent with the goals, general provisions and purpose of the Dublin General Plan and the Eastern Dublin Specific Plan as proposed to be amended herein; and
2. The Amendments are appropriate for the subject property in terms of land use compatibilities; will not overburden public services; and provides a comprehensive plan for development of the site while preserving portions of the site for open space; and
3. The changes to the EDSP will provide new land use designations as reflected on the Areas B through E Land Use and Development Plan/District Plan Development Plan (LUDP/DPDP), included as attachment D to the staff report, to assist development in Eastern Dublin. Changes to the land uses on the LUDP/DPDP are appropriate based upon the analysis contained in the staff report, will provide a better configuration and long-term development pattern, and will help implement policies of the General Plan and EDSP regarding development in Eastern Dublin
4. The Amendments will not have substantial adverse effects on health or safety, or be substantially detrimental to the public welfare, or be injurious to property or public improvements.

ADOPTED AND APPROVED this 18th day of November, 1997, by the following vote:

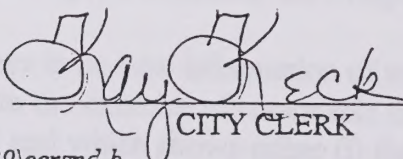
AYES: *Councilmembers Barnes, Burton, Howard, Lockhart and Mayor Houston*

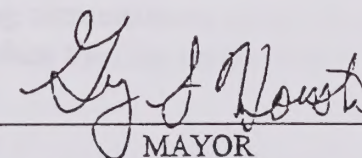
NOES: *None*

ABSENT: *None*

ABSTAIN: *None*

ATTEST:


CITY CLERK


MAYOR

RESOLUTION NO. 52- 98

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF Dublin

ADOPTING A NEGATIVE DECLARATION FOR PA 97-040, CASTERSON PROPERTY DEVELOPMENT - GENERAL PLAN/SPECIFIC PLAN AMENDMENT, PD REZONING, VESTING TENTATIVE MAP, AND SITE DEVELOPMENT REVIEW

WHEREAS, James Tong, on behalf of Clyde Casterson, has submitted applications to the City of Dublin requesting approval of a General Plan/Specific Plan Amendment, Planned Development Rezoning, Vesting Tentative Map and Site Development Review, as represented by the plans, diagrams, and text in Exhibit A-1, to subdivide a 19 ± acre parcel for 109 homes with public and private open space, and a regional trail along the Tassajara Creek, in the Eastern Dublin Specific Plan area; and

WHEREAS, the California Environmental Quality Act (CEQA), together with State guidelines and City environmental regulations require that certain projects be reviewed for potential environmental impacts and that environmental documents be prepared; and

WHEREAS, an Initial Study was conducted for this project with the finding that this Project is located within the boundaries of the Eastern Dublin Specific Plan area and is considered one in a series of actions covered within the scope of the Program EIR. The Eastern Dublin Specific Plan was adopted in 1994 and has a certified Program EIR (SCH No. 91-103064). The Program EIR & Addendum adequately describe the impacts of the project, and there have been no substantial changes or new information which would necessitate supplementing the Program EIR pursuant to Public Resources Code section 21166 and CEQA guidelines Section 15162; and

WHEREAS, the Initial Study was prepared to evaluate site-specific impacts of the project (to a greater level of detail than in the Program EIR) pursuant to CEQA guidelines Section 15168. The discussion in the Initial Study explains that the Mitigation Measures previously adopted for the Program EIR and addendum continue to apply to this project, and also help to reduce the potential site-specific impacts of the project to a level of insignificance. In addition, standard city requirements, improvements, and design aspects of the proposed project which have been incorporated in the proposal collectively reduce the potential impacts to a less-than significant level. The Initial Study has resulted in the conclusion that the proposed project will not create any new significant impacts which were not already covered by the EIR, nor require any new mitigation measures; and

WHEREAS, a Negative Declaration has been prepared for this application and is on file in the Dublin Planning Department; and

WHEREAS, the Planning Commission did review and use their independent judgment to consider the Negative Declaration at a public hearing held on April 14, 1998; and

WHEREAS, proper notice of said hearing was given in all respects as required by law.

WHEREAS, the Planning Commission did adopt a Resolution recommending that the City Council adopt a Negative Declaration for the Casterson Property Development Project, PA 97-040; and

WHEREAS, a properly noticed public hearing was held by the City Council on May 5, 1998; and

WHEREAS, the Staff Report was submitted recommending that the City Council adopt a Negative Declaration for the Casterson Property Development Project; and

WHEREAS, the City Council did hear and use their independent judgment and consider all said reports, recommendations and testimony hereinabove set forth.

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council does hereby find that:

- A. Pursuant to the California Environmental Quality Act (CEQA) the City finds that this residential project is within the scope of the Final Environmental Impact Report for the Eastern Dublin General Plan Amendment and Specific Plan (SCH 91103064) and the Mitigated Negative Declaration for the Eastern Dublin Specific Plan Amendment and City of Dublin General Plan Amendment (SCH 96092092). In addition, site-specific environmental affects have been analyzed in an initial study dated February 24, 1998, and circulated for public review, during which time 2 comments were received on the proposed Negative Declaration. The Casterson Property Residential project application will not have a significant effect on the environment with the application of previously identified mitigation measures, based on a review of the Initial Study and public testimony.
- B. The Negative Declaration has been prepared in accordance with State and local environmental laws and guideline regulations.
- C. The Negative Declaration is complete and adequate.

NOW, THEREFORE BE IT FURTHER RESOLVED THAT THE Dublin City Council does hereby adopt the Negative Declaration for PA 97-040, Casterson Property Development.

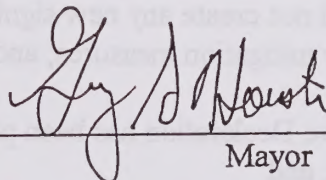
PASSED, APPROVED and ADOPTED this 5th day of May, 1998.

AYES: *Councilmembers Barnes, Burton, Lockhart and Mayor Houston*

NOES: *None*

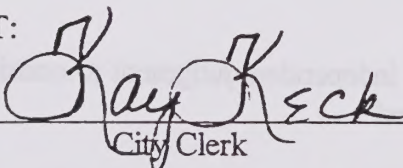
ABSENT: *Councilmember Howard*

ABSTAIN: *None*



Mayor

ATTEST:



City Clerk

RESOLUTION NO. 53 - 98

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

**ADOPTING A SPECIFIC PLAN / GENERAL PLAN AMENDMENT FOR
PA 97-040 CASTERSON PROPERTY DEVELOPMENT**

WHEREAS, James Tong, on behalf of Clyde Casterson (Applicant/Developer), has requested approval of a Specific Plan/General Plan Amendment and Planned Development Rezone / Development Plan (Exhibit A-1) to allow for the subdivision of a 19 ± acre parcel for a residential subdivision of 109 residential lots, with public and private open space, and a regional trail along the Tassajara Creek stream corridor, in the Eastern Dublin Specific Plan area; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) the City has found, pursuant to CEQA Guidelines Section 15182, that the proposed residential project is within the scope of the Final Environmental Impact Report for the Eastern Dublin General Plan Amendment and Specific Plan (SCH 91103064) and the Mitigated Negative Declaration for the Eastern Dublin Specific Plan Amendment and City of Dublin General Plan Amendment (SCH 96092092), and site-specific environmental affects have been analyzed in an initial study dated February 24, 1998, and circulated for public review, during which time 2 comments were received on the proposed Negative Declaration; and

WHEREAS, the Planning Commission has reviewed and recommended approval of a Negative Declaration for this project (Resolution No. 98-14); and

WHEREAS, the proposed General Plan/Specific Plan Amendment diagrams are contained in the Development Plan attached to the City Council Staff Report as Exhibit A-1 and incorporated herein by reference; and

WHEREAS, the Planning Commission did hold a properly noticed public hearing on said application on April 14, 1998, and did adopt a Resolution recommending that the City Council adopt the General Plan/Specific Plan Amendment for PA 97-040; and

WHEREAS, a properly noticed public hearing was held by the City Council on May 5, 1998; and

WHEREAS, the Staff Report was submitted recommending that the City Council adopt the General Plan/Specific Plan Amendment; and

WHEREAS, the City Council did hear and use their independent judgment and consider all said reports, recommendations and testimony hereinabove set forth.

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council does hereby find that:

1. The proposed Amendments are consistent with the goals, general provisions and purpose of the Dublin General Plan and the Eastern Dublin Specific Plan as proposed to be amended herein; and
2. The Amendments are appropriate for the subject property in terms of land use compatibilities; will not overburden public services; and will provide a comprehensive plan for development of the site while preserving portions of the site for open space; and
3. The changes to the General Plan and EDSP will provide minor revisions to the land use designations for this property, changing approximately 5 acres from "Middle School" to "Medium Density Residential" as reflected on the Development Plan, included as a part of Exhibit A-1 to this resolution. The change to this land use is appropriate based upon the analysis contained in the staff report, will provide a development pattern consistent with the Specific Plan goals, and will help implement policies of the General Plan and EDSP regarding development in Eastern Dublin
4. The Amendments will not have substantial adverse effects on health or safety, or be substantially detrimental to the public welfare, or be injurious to property or public improvements.

BE IT FURTHER RESOLVED THAT THE Dublin City Council does hereby adopt the General Plan/Specific Plan Amendment for the Casterson Property Residential Development, PA 97-040.

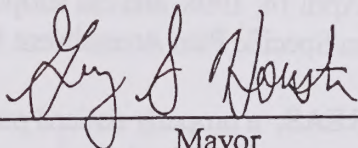
PASSED, APPROVED AND ADOPTED this 5th day of May 1998.

AYES: *Councilmembers Barnes, Burton, Lockhart and Mayor Houston*

NOES: *None*

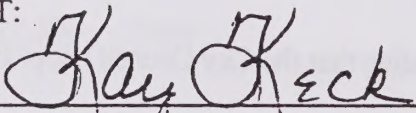
ABSENT: *Councilmember Howard*

ABSTAIN: *None*



Mayor

ATTEST:



City Clerk

PA97-040\ccpdres
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RESOLUTION NO. 114 - 98

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN**

* * * * *

**APPROVAL OF PA 98-029 DEVELOPMENT
ELEVATION CAP - GENERAL PLAN AMENDMENT**

WHEREAS, the City recognized the need to identify a geographic area of urban development potential within the Dublin city limits and the adopted sphere of influence; and

WHEREAS, this geographic area of urban development potential is referred as the "Development Elevation Cap"; and

WHEREAS, a General Plan Amendment is proposed that would identify areas of urban development potential; incorporate a development elevation cap boundary within the Eastern Extended Planning Area; and include new General Plan policies addressing the Development Elevation Cap; and

WHEREAS, the purpose of the Development Elevation Cap is to clearly identify areas of urban development potential where orderly and logical growth can occur without major impacts to visually sensitive ridgelines and biologically sensitive habitat areas, or to public services and infrastructure; and

WHEREAS, the Development Elevation Cap is a long-term commitment by the City to manage growth within the current City limits and the Eastern Extended Planning Area, and identifies where development is expected to occur over the next 20 to 25 years; and

WHEREAS, the Development Elevation Cap General Plan Amendment is consistent with other policies and programs of the Dublin General Plan that recognize the potential extent of urban development over the life of the General Plan; and

WHEREAS, According to Section 15061 (a)(3) of the California Environmental Quality Act (CEQA), the project is exempt from CEQA because the project will not have the potential for causing a significant effect on the environment and the project is within the scope of the following public record documents: Dublin General Plan (incorporating the Eastern Dublin General Plan Amendment); the Eastern Dublin Specific Plan, and the Eastern Dublin General Plan Amendment and Specific Plan EIR; and

WHEREAS, the Planning Commission held a duly noticed public hearing on the PA 98-029 Urban Opportunity Area General Plan Amendment on April 14, 1998, which included General Plan policies for both the Eastern and Western Extended Planning areas, and considered all written and oral testimony submitted at the public hearing; and

WHEREAS, due to some concerns raised prior to the April 14, 1998 meeting regarding PA 98-029 Urban Opportunity Area General Plan Amendment, staff recommended a continuance of the public hearing to the April 28, 1998 Planning Commission meeting; and

WHEREAS, on April 28, 1998, the Planning Commission considered all written and oral testimony submitted at the public hearing, and adopted Resolution No. 98-18 recommending City Council approval of the Urban Opportunity Area General Plan Amendment; and

WHEREAS, the City Council held a duly noticed public hearing on the PA 98-029 Urban Opportunity Area General Plan Amendment on May 19, 1998 and considered all written and oral testimony submitted at the public hearing; and

WHEREAS, at the May 19th City Council meeting, the Council directed Planning staff to return to the Planning Commission with a modified General Plan Amendment project that separates the process from the Western Extended Planning Area and moves forward with policies for just the Eastern Extended Planning Area, and that includes the wording "elevation cap" in the title of the General Plan Amendment; and

WHEREAS, the Planning Commission held a duly noticed public hearing on the PA 98-029 Development Elevation Cap General Plan Amendment on June 9, 1998 and considered all written and oral testimony submitted at the public hearing and adopted Resolution No. 98-26 recommending City Council adoption of the Development Elevation Cap General Plan Amendment; and

WHEREAS, the City Council held a duly noticed public hearing on the PA 98-029 Development Elevation Cap General Plan Amendment on July 7, 1998 and considered all written and oral testimony submitted at the public hearing.

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council does hereby find that:

1. The PA 98-029 Development Elevation Cap General Plan Amendment, as described in Attachment 1-A of this Resolution, is consistent with the Dublin General Plan.
2. This General Plan Amendment is necessary for identifying a geographic area of urban development potential within the Dublin city limits and the adopted sphere of influence, within the Eastern Extended Planning Area, where orderly and logical growth can occur without major impacts to visually sensitive ridgelines and biologically sensitive habitat areas, or to public services and infrastructure.
3. The General Plan Amendment is consistent with other policies and programs of the Dublin General Plan that recognize the potential extent of urban development over the life of the General Plan within areas that would not result in impacts to public services, visually sensitive ridgelines and biologically sensitive habitat areas.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Dublin City Council hereby approves PA 98-029 Development Elevation Cap General Plan Amendment, attached as Attachment 1-A and incorporated herein by reference.

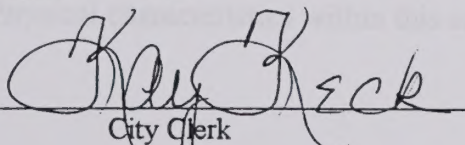
PASSED, APPROVED AND ADOPTED this 7th day of July, 1998.

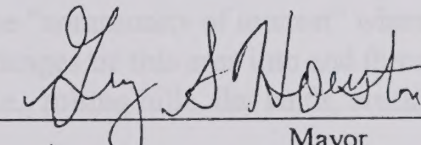
AYES: *Councilmembers Barnes, Burton, Howard, Lockhart and Mayor Houston*

NOES: *None*

ABSENT: *None*

ABSTAIN: *None*

ATTEST: 
City Clerk


Mayor

K²/G/7-7-98/reso-cap.doc

GENERAL PLAN AMENDMENT

DEVELOPMENT ELEVATION CAP

AMENDMENT 1.4: PRIMARY PLANNING AREA AND EXTENDED PLANNING AREA

[Add the following text to end of Section 1.4]

Development Elevation Cap - Eastern Extended Planning Area

The Development Elevation Cap is a long-term commitment by the City of Dublin to manage growth within the current City limits and the Eastern Extended Planning Area. The Development Elevation Cap establishes a boundary identifying where development is expected to occur pursuant to the General Plan over the next 20 to 25 years. The purpose of the Development Elevation Cap is to clearly identify geographic areas of urban development potential within the Dublin city limits and the adopted sphere of influence where orderly and logical growth can occur without major impacts to visually sensitive ridgelines and biologically sensitive habitat areas, or to public services and infrastructure. The term “urban development” means residential and non-residential development at or below the 770 foot elevation line; reservoirs, water lines, grading, or other infrastructure and construction activities necessary for serving or establishing such urban development may be located or occur above the 770 foot elevation.

The Development Elevation Cap policies are consistent with existing City General Plan policies and programs that recognize the extent of urban development within areas that would not result in impacts to public services and infrastructure, visually sensitive ridgelines and biologically sensitive habitat. The Development Elevation Cap policies support the City’s existing policies of ensuring that any new development requiring urban levels of service within the Eastern Extended Planning Area occurs in a logical, orderly manner adjacent to existing development; and incorporating open space systems and preserving Dublin’s visual qualities within the Eastern Extended Planning Area.

The Development Elevation Cap in Eastern Dublin is defined as the 770 foot elevation and areas at or below this elevation are areas of urban development potential located within the City limits and adopted sphere of influence in Eastern Dublin (see Figures 1-2 and 1-4). Areas within the Development Elevation Cap are bounded by open space and rural residential areas to the east and north, and areas of high elevation. The 770 foot elevation reflects the highest serviceable elevation for water service based on 1) the adopted General Plan and the Eastern Dublin Specific Plan; and 2) the adopted Dublin San Ramon Services District - Eastern Dublin Facilities Plan dated June, 1997.

The area of urban development potential reflects the “community of interest” where public services, schools, commercial services and transportation linkages tie this area into and through other areas of Dublin. Physical characteristics within this area (i.e., rolling hills, flat lands, creeks and proximity to

major transportation links, such as freeways, major streets and BART) enhance the sense of community and association with Dublin. Almost all of the development areas within the Development Elevation Cap are within the adopted Eastern Dublin Specific Plan area. Several smaller areas (north near the Contra Costa County line and east of Croak Road) are outside the adopted Eastern Dublin Specific Plan area, but within the City's adopted sphere of influence as defined by the Local Agency Formation Commission.

The City of Dublin has defined a plan for phased and appropriate urban development of this area either through the General Plan and/or the Eastern Dublin Specific Plan. Logical extension of public services and infrastructure in this area will be accomplished in an orderly and environmentally sound expansion and the 770 foot elevation reflects the logical boundary for this extension.

Implementing Policies - Development Elevation Cap - Eastern Extended Planning Area

- A. The City shall utilize the 770 foot elevation as a planning tool to provide a transition/buffer area between urban development and agricultural/open space land uses east of the sphere of influence line which do not require an urban level of public service and infrastructure.
- B. Urban land uses may be approved for areas beyond the Development Elevation Cap only when land use information is available covering the potential impacts associated with natural resources, public health and safety, visually sensitive resources, biologically sensitive habitat areas, infrastructure, future land uses and other issues, as reviewed through a General Plan Amendment.
- C. A new specific plan or amendment to the existing Eastern Dublin Specific Plan will be required before any urban development is approved for those areas outside the Development Elevation Cap not covered by the present Specific Plan. The Specific Plan(s) shall include new policies and action programs which further the goals and policies of the General Plan and are designed specifically for the Eastern Extended Planning Area.
- D. Development of property with an approved urban land use designation under the Eastern Dublin Specific Plan that is located both below and above the Development Elevation Cap may be considered consistent with the Development Elevation Cap so long as all other applicable General Plan, Specific Plan and other development policies are complied with.

GENERAL PLAN FIGURE AMENDMENTS

[Figure 1-2 has been amended to show the Development Elevation Cap policies]

[Figure 1-4 has been added to show Development Elevation Cap boundary within the Eastern Extended Planning Area]

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Implementation Policy

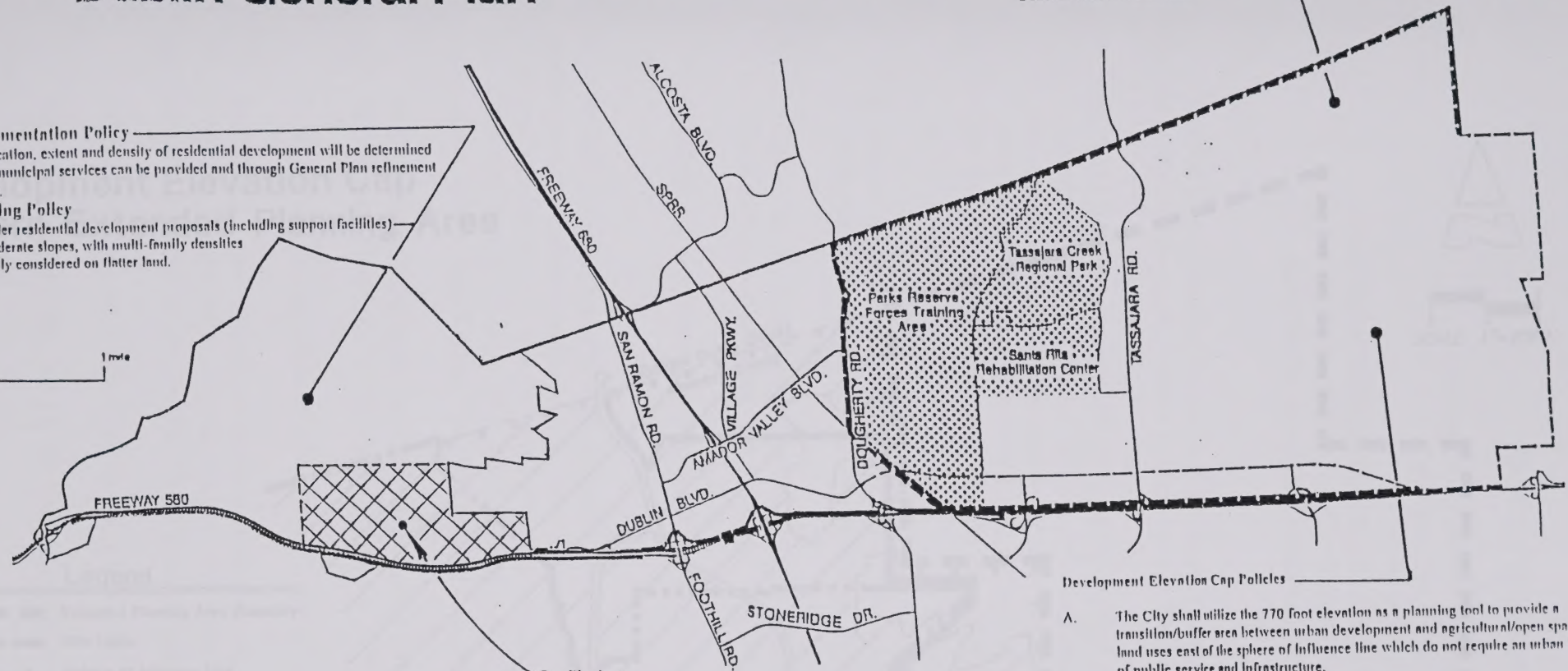
The location, extent and density of residential development will be determined when municipal services can be provided and through General Plan refinement studies.

Guiding Policy

Consider residential development proposals (including support facilities) on moderate slopes, with multi-family densities typically considered on flatter land.



0 1 mile



See Figure 1-3
(Schnefer Ranch General Plan Amendment)

Extended Planning Area Land Use

-  Residential/Open Space (see note)
-  Public Lands
-  Schnefer Ranch
(See Figure 1-3 Schnefer Ranch G.P.A.)

Blayney-Dyell, Urban and Regional Planners
As Amended May, 1998

Development Elevation Cap Policies

- A. The City shall utilize the 770 foot elevation as a planning tool to provide a transition/buffer area between urban development and agricultural/open space land uses east of the sphere of influence line which do not require an urban level of public service and infrastructure.
- B. Urban land uses may be approved for areas beyond the Development Elevation Cap only when land use information is available covering the potential impacts associated with natural resources, public health and safety, visually sensitive resources, biologically sensitive habitat areas, infrastructure, future land uses and other issues, as reviewed through a General Plan Amendment.
- C. A new specific plan or amendment to the existing Eastern Dublin Specific Plan will be required before any urban development is approved for those areas outside the Development Elevation Cap not covered by the present Specific Plan. The Specific Plan(s) shall include new policies and action programs which further the goals and policies of the General Plan and are designed specifically for the Eastern Extended Planning Area.
- D. Development of property with an approved urban land use designation under the Eastern Dublin Specific Plan that is located both below and above the Development Elevation Cap may be considered consistent with the Development Elevation Cap so long as all other applicable General Plan, Specific Plan and other development policies are complied with.

Figure 1-2

Development Elevation Cap Eastern Extended Planning Area

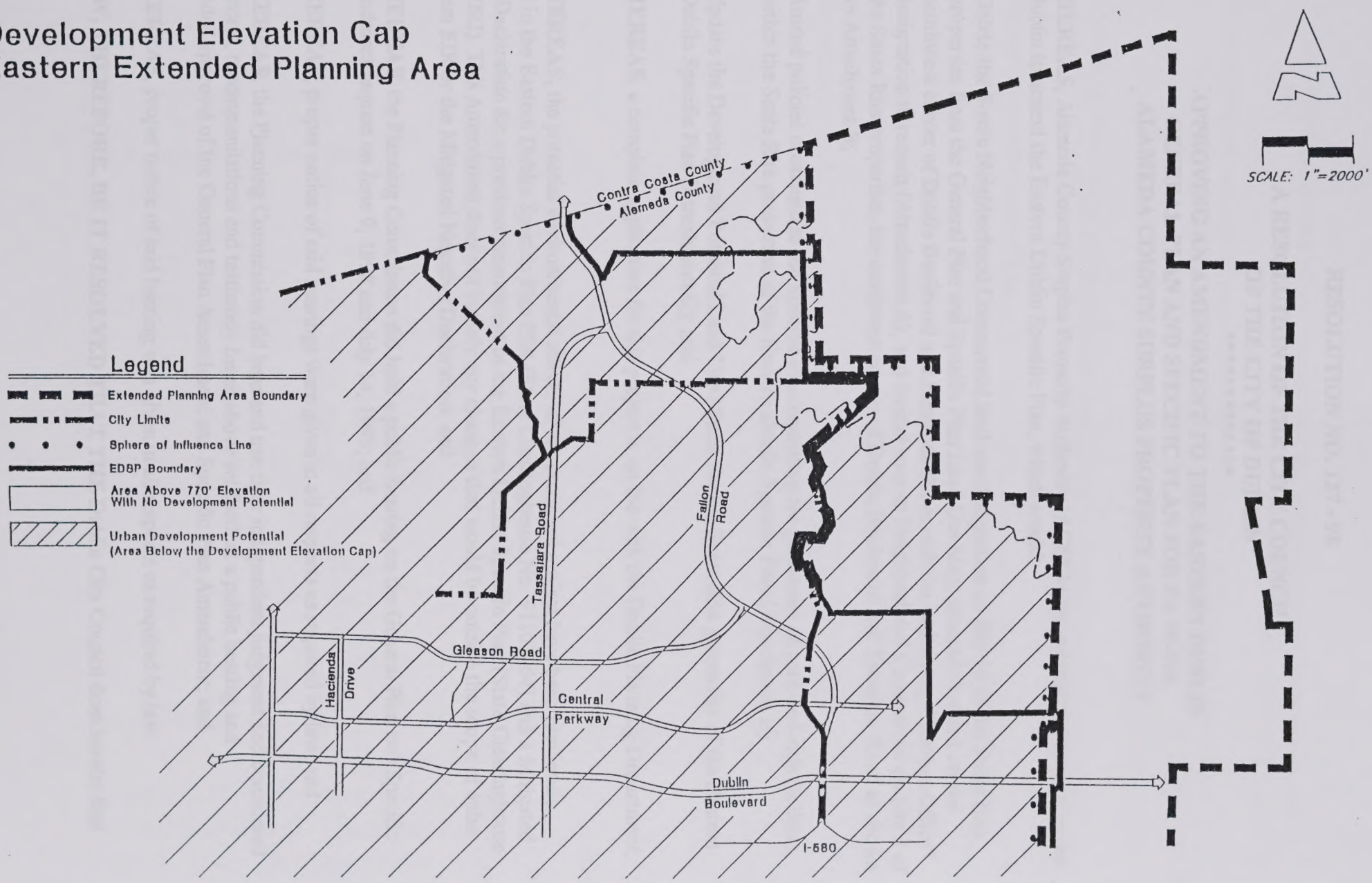


Figure 1-4

RESOLUTION NO. 127 - 98

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN**

**APPROVING AN AMENDMENT TO THE EASTERN DUBLIN
GENERAL PLAN AND SPECIFIC PLAN FOR PA 98-016,
ALAMEDA COUNTY SURPLUS PROPERTY AUTHORITY**

WHEREAS, Alameda County Surplus Property Authority (ACSPA) has submitted a request to the City of Dublin to amend the Eastern Dublin Specific Plan, which would:

- a) Delete the 5-acre Neighborhood Commercial land use designation on Site 16 of the Santa Rita properties from the General Plan and Specific Plan Land Use Map, generally located on the southwest corner of Dublin Boulevard and Hacienda Drive with the underlying "Campus Office" designation to remain (Attachment A), and limited uses to Neighborhood Commercial on Site 3 of the Santa Rita properties, the northwest corner of Dublin Boulevard and Tassajara Road as shown on Attachment B;
- b) Amend policies contained in the Specific Plan regarding the placement of park-and-ride facilities within the Santa Rita properties of the Eastern Dublin Specific Plan (Attachment B)
- c) Update the Development Potential Land Use Matrix for the Santa Rita properties of the Eastern Dublin Specific Plan (Attachment C); and

WHEREAS, a complete application for this project is on file with the Dublin Planning Department; and

WHEREAS, the potential environmental effects of the proposed project have been previously addressed in the Eastern Dublin Specific Plan EIR (State Clearinghouse No. 91103064) and a Mitigated Negative Declaration for a previous amendment to the Eastern Dublin Specific Plan (State Clearinghouse No. 9692092). This Amendment does not include any changes that would be outside the scope of either the Program EIR or the Mitigated Negative Declaration; and

WHEREAS, the Planning Commission did hold a public hearing on the General Plan and Specific Plan Amendment request on June 9, 1998 and July 14, 1998; and

WHEREAS, proper notice of said hearings were given in all respects as required by law; and

WHEREAS, the Planning Commission did hear and use their independent judgment and considered all said reports, recommendations and testimony hereinabove set forth at a public hearing and recommended approval of the General Plan Amendment and Specific Plan Amendment; and

WHEREAS, proper notice of said hearing was given in all respects as required by law.

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council does hereby find that:

A. Proper environmental documentation has been prepared on the proposed Specific Plan Amendment in accordance with the California Environmental Quality Act.

B. The proposed deletion of the 5-acre Neighborhood Commercial land use designation on Site 16 will result in a more efficient use of land for proposed campus office uses on the site.

C. Alternative neighborhood serving commercial uses can be provided on Site 3.

D. The proposed amended policies regarding park-and-ride facilities will allow for improved siting of park-and-ride lots within the Eastern Dublin Specific Plan area.

E. The revised Development Potential land use matrix represents updated information regarding parcelization and land uses within the Santa Rita portion of the Eastern Dublin Specific Plan area

BE IT FURTHER RESOLVED THAT THE Dublin City Council hereby approvals an Amendment to the Eastern Dublin Specific Plan (PA 98-016), deleting the 5-acre Neighborhood Commercial designation on Site 16 of the Santa Rita properties (Attachment A), limiting future uses on Site 3 of the Santa Rita properties to neighborhood commercial (Attachment B), revising policies regarding park-and-ride facilities within the Santa Rita area of the Eastern Dublin Specific Plan (Attachment B) and updating the Development Potential land use matrix for the Santa Rita properties of the Eastern Dublin Specific Plan (Attachment C).

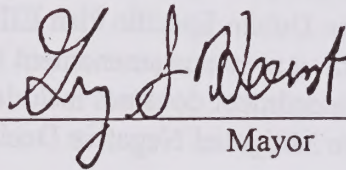
PASSED, APPROVED and ADOPTED this 4th day of August, 1998.

AYES: *Councilmembers Burton, Howard, Lockhart and Mayor Houston*

NOES: *None*

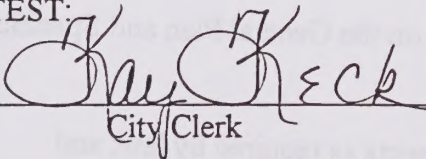
ABSENT: *Councilmember Barnes*

ABSTAIN: *None*



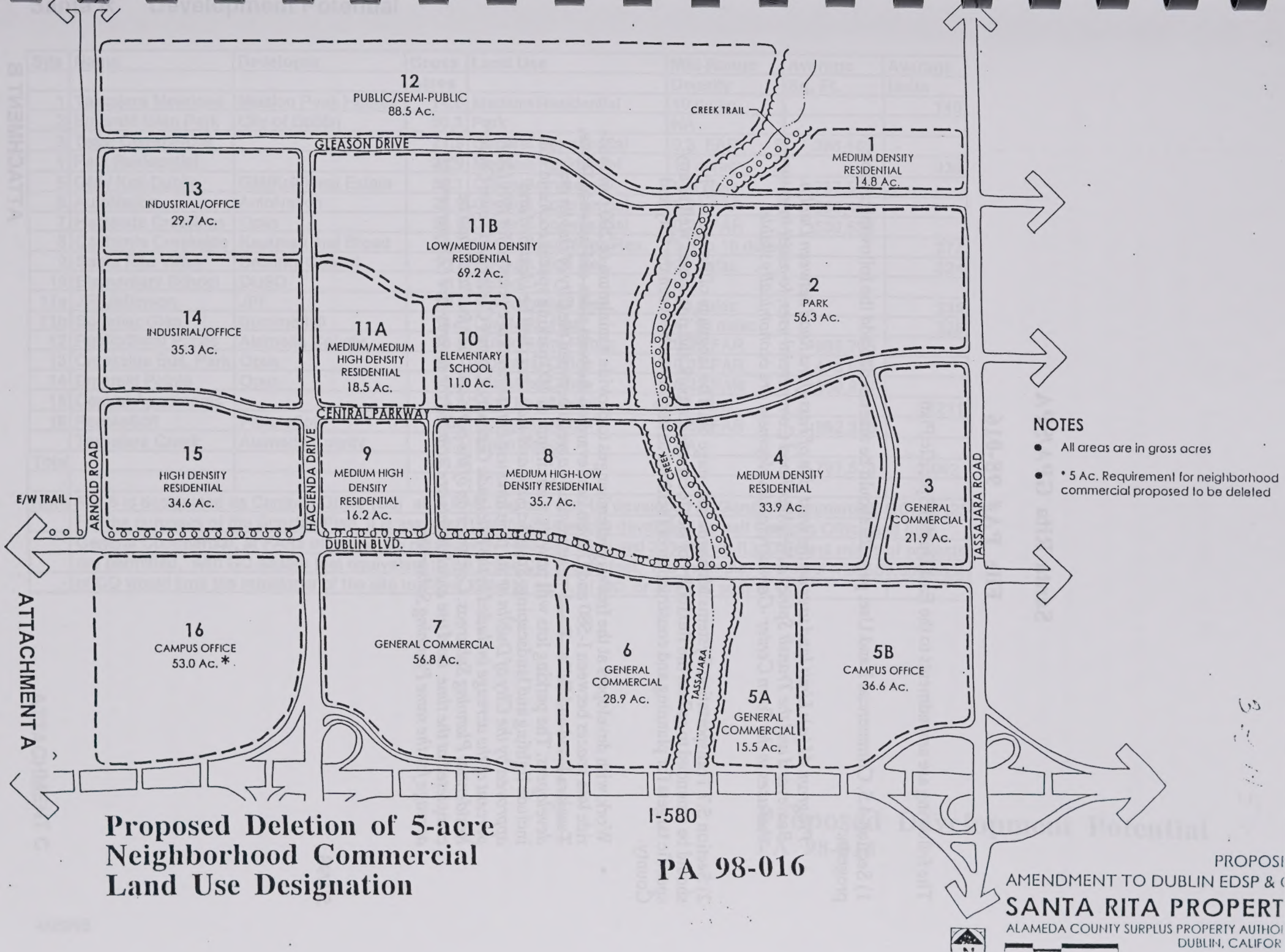
Mayor

ATTEST:



City Clerk

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Santa Rita GPA/SPA

File PA# 98-016

The following are amendments to the East Dublin Specific Plan

1) Section 4.5, Commercial Land Use, page 29 should be amended to add the following action program:

- *Program 4J (a): Limit land uses on the west side of Tassajara Road between Dublin Boulevard and the Transit Spine to Neighborhood Commercial uses, to assist in ensuring that uses in the Town Center -Commercial development are economically viable.*

2) Section 5.7 Transportation Systems Management, page 58. The language of Program 5-h should be amended to reflect the flexibility of site locations for park and ride lots as well as any specific targets for planning and construction of facilities as negotiated between the City and County.

- *Work with developers at the freeway interchanges to provide a minimum of 200 park-and-ride lots spaces between I-580 and Dublin Boulevard ~~on the west sides of Hacienda Drive, Tassajara Road and Fallon Road~~ or as mutually agreed between the City of Dublin and developers. The parking lots will provide a minimum of 100 parking spaces each and will include lighting and landscaping. Specific park-and-ride sites shall be identified and approved by the City of Dublin at the time land use entitlements are granted for fifty (50) percent of the acreage included in the Hacienda Gateway, County Center and Town Center-Residential Planning Subareas. Construction of the park-and-ride facilities shall be completed at the time land use entitlements are granted for seventy-five (75) percent of acreage for the same Planning Subareas.*

5/1/98

Santa Rita Development Potential

Site	Name	Developer	Gross Acres	Land Use	Mid-Range Density	Average Sq. Ft.	Average Units
1	Tassajara Meadows	Mission Peak Homes	14.8	Medium Residential	10 du/ac		148
2	Emerald Glen Park	City of Dublin	56.3	Park	NA		
3	Tass. Commercial		21.9	General Commercial	0.3 FAR	286,189	
4	Park Residential		33.9	Medium Residential	10 du/ac		339
5	GM / Koll Dublin	GM/Koll Real Estate	52.1	Office/Commercial	see Note	737,579	
6	AutoNation	AutoNation	28.9	General Commercial	0.21 FAR	269,463	
7	Hacienda Crossings	Opus	56.8	General Commercial	0.21 FAR	530,536	
8	California Creekside	Kaufman and Broad	35.7	Low/Medium High Res.	5.5 to 16 du/ac		277
9	Santa Rita Villas	Security Capital	16.2	Medium High Res.	20 du/ac		324
10	Elementary School	DUSD	11	School	NA		
11a	JPI Jefferson	JPI	18.5	Medium High Res.	20 du/ac		335
11b	Summer Glen	Summerhill	69.2	Low/Med. Res.	4- 10 du/ac		328
12	Public/Semi Public	Alameda County	88.5	Public/Semi Public	0.25 FAR	963,765	
13	Creekside Bus. Park	Opus	29.7	Industrial/Office	0.37 FAR	478,681	
14	Emerald Pointe	Opus	35.3	Industrial/Office	0.37 FAR	568,937	
15	Central Apartments		34.6	High Residential	35 du/ac		1211
16	PeopleSoft	PeopleSoft	53	Campus Office	0.85 FAR	1,962,378	
	Tassajara Creek	Alameda County	29.1	Open Space	NA		
Total			685.5			5,797,528	2,962
Note Site 5 is designated as Campus Office (CO) at .4 FAR, but can also be developed as General Commercial(GC), at .25 FAR. For the purposes of the Specific Plan, it is assumed that the Site will be developed as half Campus Office and half General Commercial, at FARs of .4 and .25 respectively (453,895 sq.ft. and 283,684 sq.ft.) Different mixes of projects are permitted, with GC square feet equivalent to 1.6 times CO square feet. For example, a project with 550,000 sq.ft. of CO would limit the remainder of the site to either 223,618 sq. ft. of GC or 357,790 sq.ft of CO.							

ATTACHMENT C

Proposed Development Potential
PA 98-016

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

**ADOPTING A MITIGATED NEGATIVE DECLARATION, MITIGATION MONITORING PROGRAM
AND APPROVING A GENERAL PLAN AMENDMENT AND AN AMENDMENT TO THE
DOWNTOWN DUBLIN SPECIFIC PLAN FOR PA 98-013 THE STARWARD DRIVE SITE**

WHEREAS, the DeSilva Group Inc, the site property owner, has requested approval of a General Plan Amendment from the "Retail / Office" to the "Medium Density Residential" land use category; a deletion of the site from the Downtown Dublin Specific Plan, and approval to subdivide a 2.4 acre parcel for 31 single family dwellings and related improvements on land generally located west of Starward Drive, east of San Ramon Road and north of the Shamrock Shopping Center (APN 941-0173-005-02 and City surplus land (with no APN) as shown on Attachment 1); and

WHEREAS, a completed application for each of the requested actions is available and on file in the Dublin Planning Department; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) and implementing Guidelines, an Initial Study has been prepared to assess the proposed project. Based on the Initial Study, a Mitigated Negative Declaration and Mitigation Monitoring Program has been prepared with the finding that with the implementation of mitigation measures contained in the Initial Study, there will be no significant environmental impacts; and

WHEREAS, the Mitigated Negative Declaration and Mitigation Monitoring Program are on file in the Dublin Planning Department; and

WHEREAS, the Planning Commission did hold a properly noticed public hearing on said application on August 11, 1998, and did adopt a Resolution recommending that the City Council adopt a Mitigated Negative Declaration, a Mitigation Monitoring program and approve a General Plan Amendment and an Amendment to the Downtown Dublin Specific Plan for PA 98-013, Starward Drive Residential Project; and

WHEREAS, a properly noticed public hearing was held by the City Council on September 1, 1998; and

WHEREAS, a Staff Report was submitted recommending that the City Council approve the application; and

WHEREAS, the City Council did hear and use their independent judgment and considered all said reports, recommendations and testimony hereinabove set forth.

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council does hereby make the following findings and determinations regarding said Mitigated Negative Declaration and Mitigation Monitoring Program:

1. The Starward Drive project application will not have a significant effect on the environment with the application of identified mitigation measures, based on a review of the Initial Study and public testimony.
2. The Mitigated Negative Declaration and Mitigation Monitoring Program have been prepared in accordance with State and local environmental laws and guideline regulations and reflects the independent judgment of the City of Dublin.

3. The Mitigated Negative Declaration and Mitigation Monitoring Program are complete and adequate.

NOW, THEREFORE, BE IT RESOLVED THAT the Dublin City Council does hereby make the following findings and determinations with regard to the proposed General Plan Amendment:

1. The proposed Amendment is in the public interest and is consistent with the goals, policies and implementing programs of the Dublin General Plan and all of the Elements comprising the General Plan.
2. The proposed Amendment is appropriate for the subject property in terms of land use compatibility, will not overburden public services; and will provide a comprehensive plan for development of the site.
3. The proposed amendment will provide new housing opportunities for home buyers which would not be available under the current General Plan Land Use designation of "Retail / Office". This will further goals of the Dublin Housing Element.
4. The Amendment will not have a substantial adverse effect on public health or safety, or be substantially detrimental to the public welfare, to be injurious to property or public improvements.

NOW, THEREFORE, BE IT RESOLVED THAT the Dublin City Council does hereby make the following findings and determinations with regard to the proposed Downtown Specific Plan Amendment:

1. The proposed Amendment to remove the site from the Downtown Specific Plan Area will not be detrimental to the Specific Plan and is consistent with the goals, purposes and objectives of the Downtown Dublin Specific Plan by increasing the number of residents within close proximity of the downtown area. This will increase patronage for existing and future businesses in Downtown Dublin.
2. The proposed development of Medium Density Residential will complement the Downtown Specific Plan by decreasing the amount of vehicular traffic in the area and increasing pedestrian and bicycle traffic to the downtown area by providing higher density housing in close proximity to the downtown area.
3. The proposed Amendment to the Specific Plan is in the public interest and will not have a substantial adverse effect on the public health or safety, or be substantially detrimental to the public welfare, or be injurious to property or public improvements.

BE IT FURTHER RESOLVED THAT THE Dublin City Council does hereby adopt the Mitigated Negative Declaration and Mitigation Monitoring Program, attached as Attachment 2 and 3 to the Staff Report for PA 98-013 and incorporated herein by reference and approves an Amendment to the Dublin General Plan, changing the land use designation on the Starward Drive site from "Retail / Office" to "Medium Density Residential," and approves deleting the Starward Drive site from the Downtown Dublin Specific Plan for PA 98-013, Starward Drive Residential Project.

PASSED, APPROVED AND ADOPTED this 1st day of September, 1998.

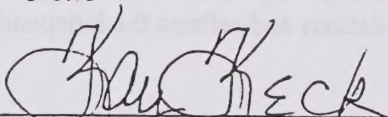
AYES: *Councilmembers Barnes, Burton, Howard, Lockhart and Mayor Houston*

NOES: *None*

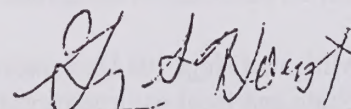
ABSENT: *None*

ABSTAIN: *None*

ATTEST:



City Clerk



Mayor



HILLROSE

CAROLINE CT.

OXBOW

GUNSHOT CT.

LN.

STARWARD

VALLEY

AMADOR

BLVD.

Fire House
7494

ATTACHMENT 1
SITE VICINITY MAP

Project Site

City Surplus Land

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Prepared For
City of Dublin

Contact:
Anne Kinney, Dublin Planning Department

Project
Starward Drive Residential Project

*General Plan Amendment
Downtown Specific Plan Amendment
Rezoning
Tentative Tract Map
Site Development Review
Transfer of Real Property*

PA 98-013

July, 1998

12 of 130

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Prepared For
City of Dublin

Contact:
Anne Kinney, Dublin Planning Department

Project
Starward Drive Residential Project

*General Plan Amendment
Downtown Specific Plan Amendment
Rezoning
Tentative Tract Map
Site Development Review
Transfer of Real Property*

PA 98-013

July, 1998

Butt

ATTACHMENT 2

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City of Dublin

Environmental Checklist/
Initial Study

Project Location and Characteristics

The project site is located between Starward Drive and San Ramon Road, north of Amador Valley Boulevard. The site contains approximately 2.4 acres of land which is owned by the DeSilva Group. The Assessors Parcel Number (APN) for the site is 941-0173-005-02.

Surrounding land uses include an Alameda County Flood Control and Water Conservation District Zone 7 flood control channel immediately north of the site. North of the flood control channel single family homes have been constructed. West of the site, San Ramon Road has been built, with the roadbed elevated approximately seven (7) feet from the project site. A multi-family housing complex exists west of San Ramon Road. East of the site lies a single story professional office building and a vacant parcel of land. A major retail commercial shopping center (Shamrock Center) has been built south of the project site. Exhibit 1 depicts the project location.

The site is presently flat, having been graded prior to this application being filed. Trees have been planted along the southerly property line of the site with a small number of other trees scattered throughout the perimeter of the site. The site has a major expanse of frontage along Starward Drive and roadway improvements have already been installed adjacent to Starward Drive, including curb, gutter, sidewalk and street lighting. Existing site elevations are approximately 362 feet above sea level, although the site does have a slight but distinct slope toward Starward Drive, which has an elevation of approximately 359 feet above sea level adjacent to the project site.

Exhibit 2 depicts existing site conditions.

Project Description

The project involves a proposal to amend the City's General Plan, to amend the Downtown Specific Plan and rezone the project site to allow the development of single family homes on the site, along with associated improvements typical of a residential development. Exhibit 3 depicts the proposed General Plan Amendment and Rezoning. Exhibit 4 shows the proposed Amendment to the Downtown Specific Plan.

The project would consist of thirty-one (31) residential lots and five (5) lettered lots on the site. A detached single family home would be constructed on each of the lots. Lettered lots "A" through "F" would be devoted to permanent landscaping within and adjacent to the subdivision and Lot "E" would be reserved for a private road providing vehicular and pedestrian access into the project site. The road would be 24 feet in width. Exhibit 5 depicts the proposed Vesting Tentative Tract Map which would subdivide the site, if approved by the City of Dublin.

The private road would be constructed in a "U" shaped configuration, with two intersections along the west side of Starward Drive, as indicated on the Vesting Tentative Map. Residential lots and associated driveways would then front on the interior private road. Lots sizes are proposed to be varied, ranging in size from 2100 square feet to 3400 square feet each. Exhibit 6 shows a conceptual site plan for the project.

Dwellings proposed for the site would consist of two-story dwellings, each with an attached two car garage. Preliminarily, houses would range in size from 1350 square feet to 1663 square feet. Anticipated sales prices would be in the range of \$275,000 to \$325,000.

The proposed project would include grading of the site to promote improved on-site drainage. The preliminary grading plan indicates that grading would be balanced on the site, meaning that import of fill material would be required nor would material need to be exported from the site. The proposed project would also involve construction of related improvements as part of the subdivision, including underground water, sewer, drainage, natural gas and telecommunication facilities.

The project developer would install landscaping along the Starward Drive project frontage as well as the front yards of each dwelling. A landscaped tot lot would be provided on Lot A for use by residents. Landscaping would be maintained by a Homeowners Association. Exhibit 7 depicts the conceptual landscape plan for the project.

The project developer anticipates that the entire project would be built in a single phase of development, with the homes ready for occupancy by Fall, 1999.

To allow the construction of the proposed project, the applicant has requested the following approvals from the City of Dublin:

- A General Plan Amendment to change the General Plan Land Use Map designation from "Retail/Office" to "Medium Density Residential (6.1-14.0 dwellings per acre);"
- An Amendment to the Downtown Dublin Specific Plan to delete the project site from the Specific Plan area;
- A Zone Change from "C-O (Commercial Office)" to "Planned Development (Medium Density Residential);"
- A PD-Planned Development overlay on the site (confirm);
- Site Development Review (SDR) for 31 single family residences;
- A Vesting Tentative Tract Map to create 31 lots and six lettered lots.

If the approvals described above are granted, the applicants would then apply for encroachment, grading and building permits from the City of Dublin, necessary utility connection permits from the Dublin San Ramon Services District and encroachment permits from Alameda County Flood Control and Water Conservation District 7.

The project would also involve a transfer of real property between the City of Dublin and the property owner. The City presently owns a small parcel of land approximately 0.03 acre) located on the west side of the site, adjacent to San Ramon Road. The site is identified on Exhibit 8. This site was dedicated to the City as a slope easement. It is the intent of the City to declare this site as surplus and transfer ownership to the DeSilva Group. This transfer would occur prior to or simultaneously with the consideration of the Vesting Tentative Tract Map. The Starward project has been designed with a retaining wall along a portion of the westerly property line to eliminate the need for the slope easement.

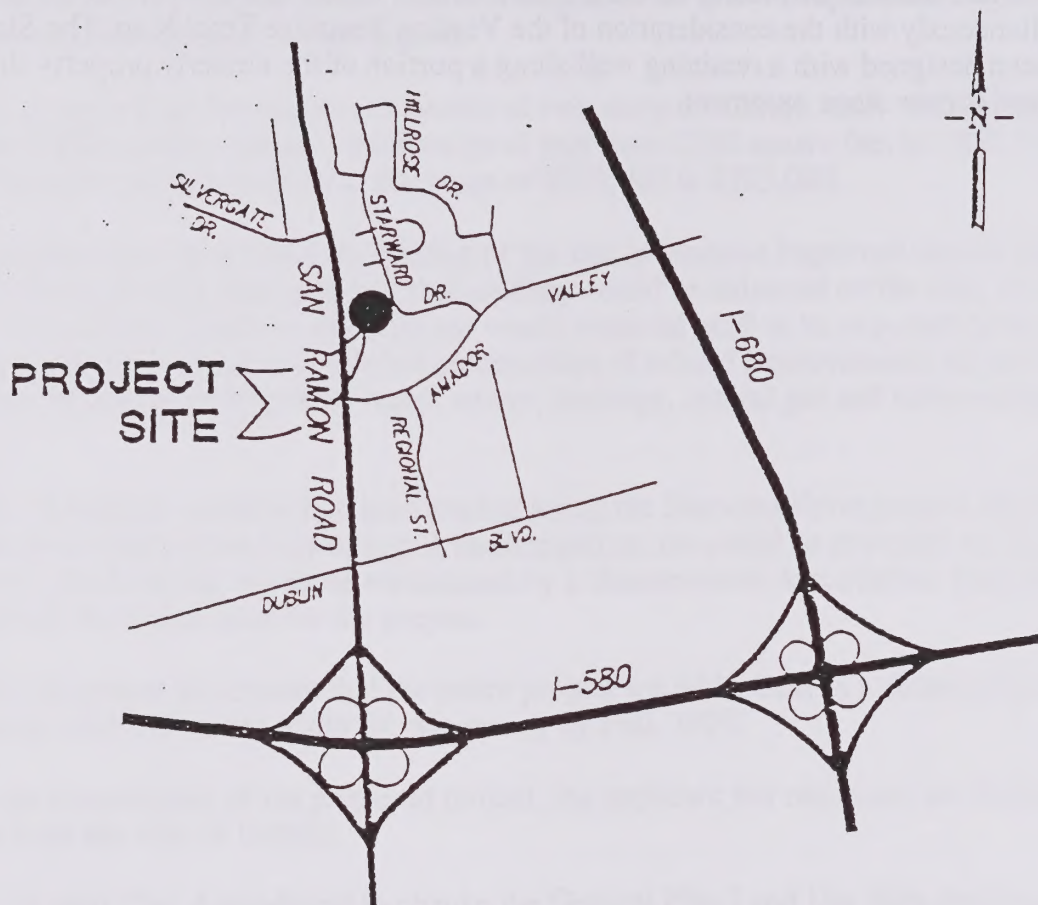
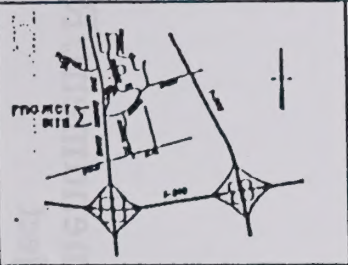
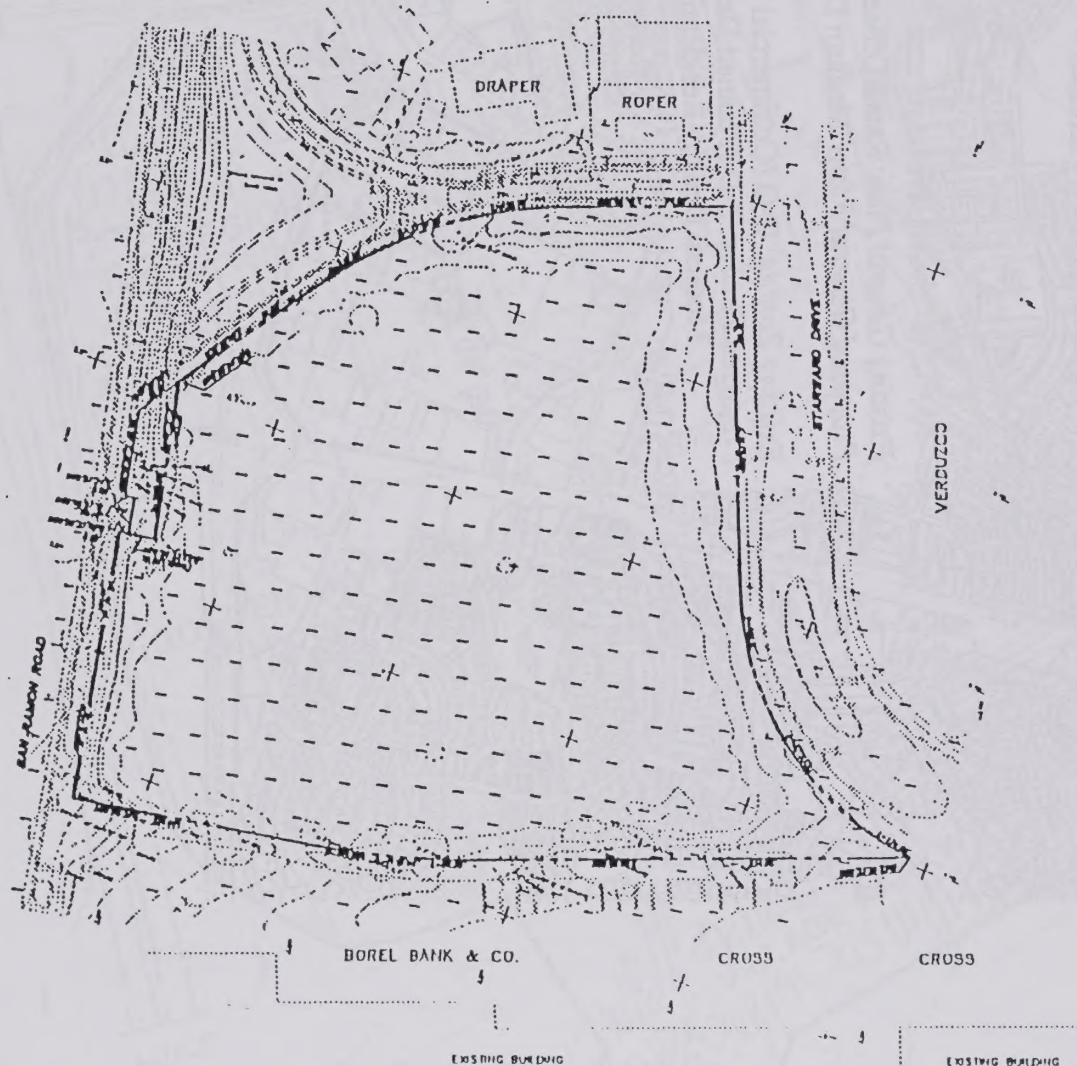


Exhibit 1
Project Location
Starward Drive Project



VICINITY MAP

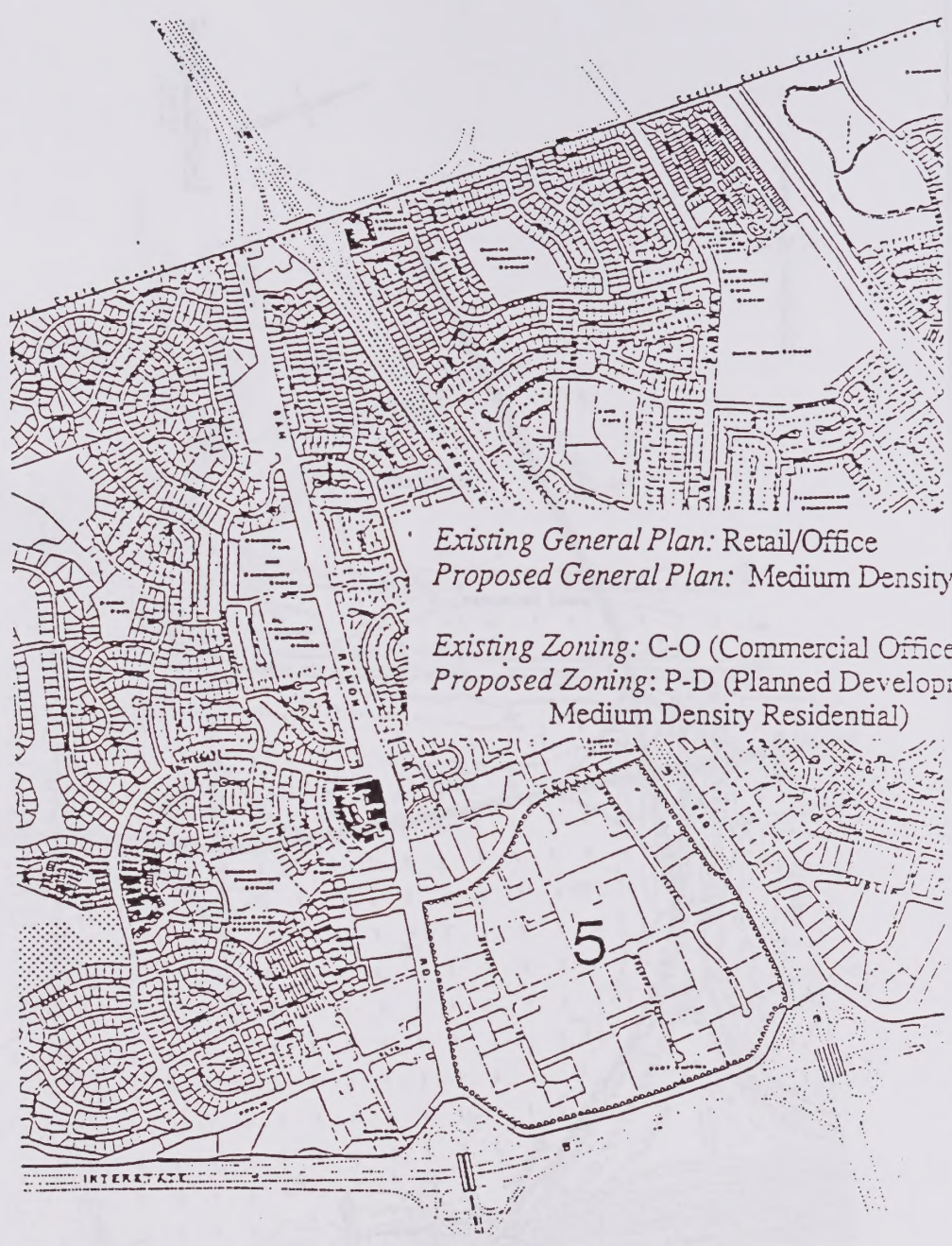


EXISTING CONDITION MAP - TRACT 7020

DRAWN BY: J. W. WOOD
DATE: JUNE 17, 1968

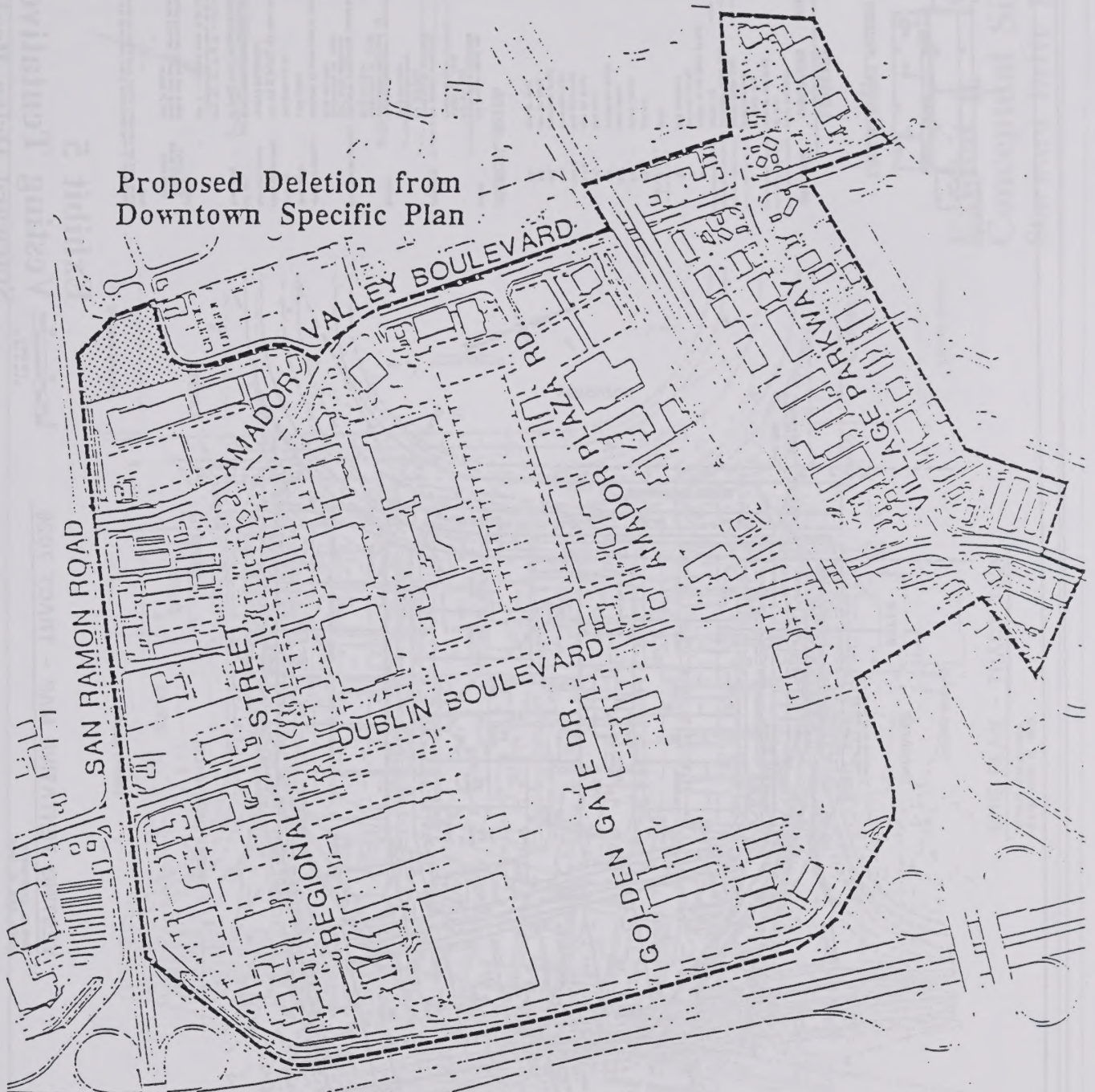
Exhibit 2 Existing Conditions Starward Drive Project

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Existing General Plan: Retail/Office
Proposed General Plan: Medium Density Residential
Existing Zoning: C-O (Commercial Office)
Proposed Zoning: P-D (Planned Development, Medium Density Residential)

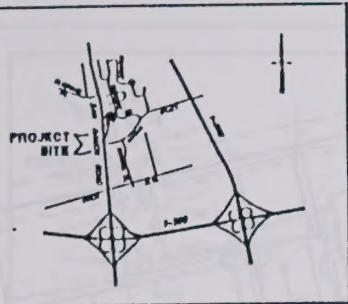
Exhibit 3
General Plan Amendment/Rezoning
Starward Drive Project



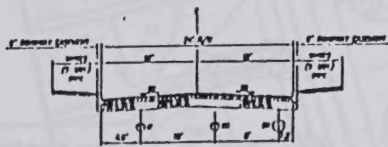
Proposed Deletion from
Downtown Specific Plan

Exhibit 4
Specific Plan Amendment
Starward Drive Project

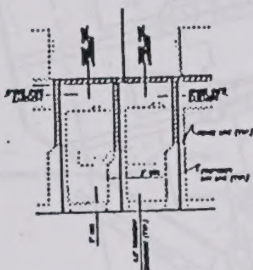
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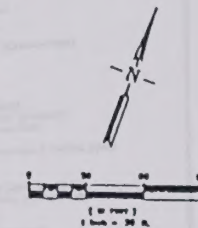
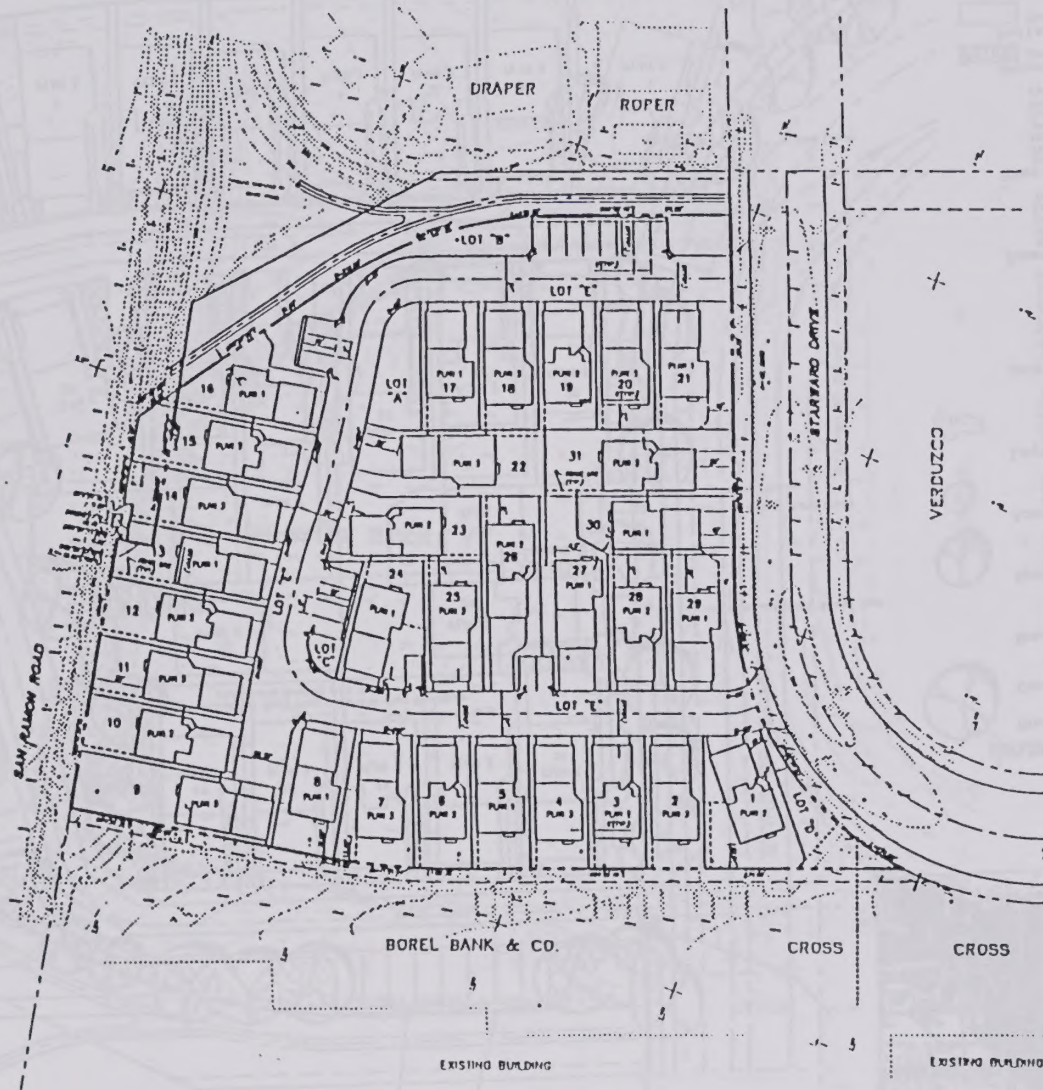
VICINITY MAP
A11



TYPICAL STREET SECTION
A12



TYPICAL LOT LINE EXHIBIT
A13



SITE SUMMARY

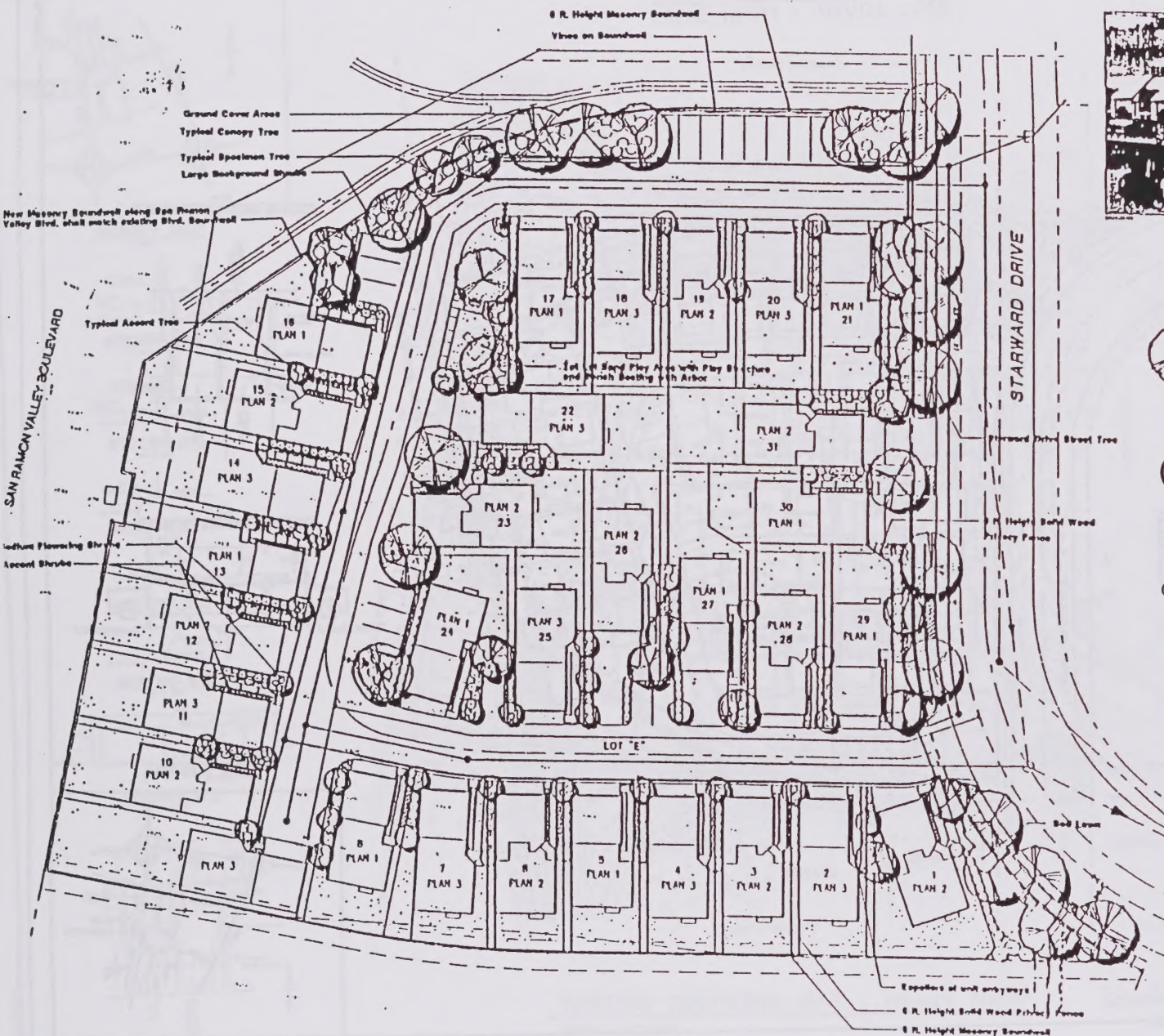
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SITE PLAN - TRACT 7029

DUMPL CALIFORNIA
DATE: JUNE 17, 1988

Exhibit 6 Conceptual Site Plan Starward Drive Project

22 6/13/88



M 017 - M 018
Toddler's Den and
Mile

During their first years, children
learn to walk, play, and explore
the world around them.

The Toddler's Den and Mile are
designed to be a simple, secure
environment for children playing
together.

The Toddler's Den and Mile
provide a safe, secure, and fun
environment for children playing
together. The design is simple,
secure, and fun, and is suitable
for children playing together.

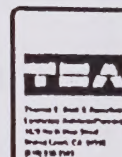
The design is simple, secure, and
fun, and is suitable for children
playing together.

Landscape Legend:

- Starward Drive Tree (15 Gallon)**
Zelkova serrata (Zelkova)
- Canopy Trees (15 Gallon)**
Fraxinus arbuscula (Fraxinus)
Fraxinus arbuscula (Fraxinus)
- Broadleaf Trees (15 Gallon)**
Acacia melanocoryna (Black Acacia)
Dracopis canescens (Canopy Tree)
Pyrus calleryana (Calleryana)
- Specimen Trees (15 Gallon)**
Lagerströmia speciosa (Lagerströmia)
Prunus pennsylvanica (Flowering Plum)
Prunus pennsylvanica (Flowering Plum)
- Accent Trees (15 Gallon)**
Neuraphis alba (Starward Almond)
Prunus pennsylvanica (Flowering Plum)
Prunus pennsylvanica (Flowering Plum)
- Large Shrubs:**
Forbesia speciosa (Forbesia)
Forbesia speciosa (Forbesia)
Forbesia speciosa (Forbesia)
Forbesia speciosa (Forbesia)
- Medium Flowering Shrubs:**
Abies Edward Douglas (Abies)
Abies Edward Douglas (Abies)
Abies Edward Douglas (Abies)
Abies Edward Douglas (Abies)
- Accent Shrubs:**
Asparagus setaceus (Asparagus)
Asparagus setaceus (Asparagus)
Asparagus setaceus (Asparagus)
Asparagus setaceus (Asparagus)
- Vines and Expenders:**
Chionodoxa lucida (Lavender Trumpet Vine)
Chionodoxa lucida (Lavender Trumpet Vine)
Chionodoxa lucida (Lavender Trumpet Vine)
Chionodoxa lucida (Lavender Trumpet Vine)
- Groundcover:**
Chionodoxa lucida (Lavender Trumpet Vine)
Chionodoxa lucida (Lavender Trumpet Vine)
Chionodoxa lucida (Lavender Trumpet Vine)
Chionodoxa lucida (Lavender Trumpet Vine)
- Soil Lawn:**
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Chionodoxa lucida (Lavender Trumpet Vine)

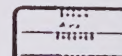
Exhibit 7 Conceptual Landscape Plan Starward Drive Project

REVISIONS	BY

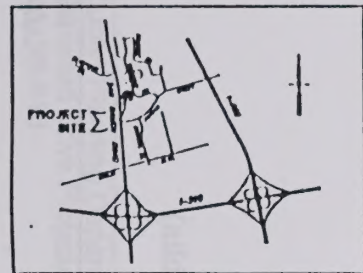


TCI PROPERTY STARWARD DRIVE
DESIGN GROUP
CUBURN, CALIFORNIA

TCI PROPERTY STARWARD DRIVE



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VICINITY MAP

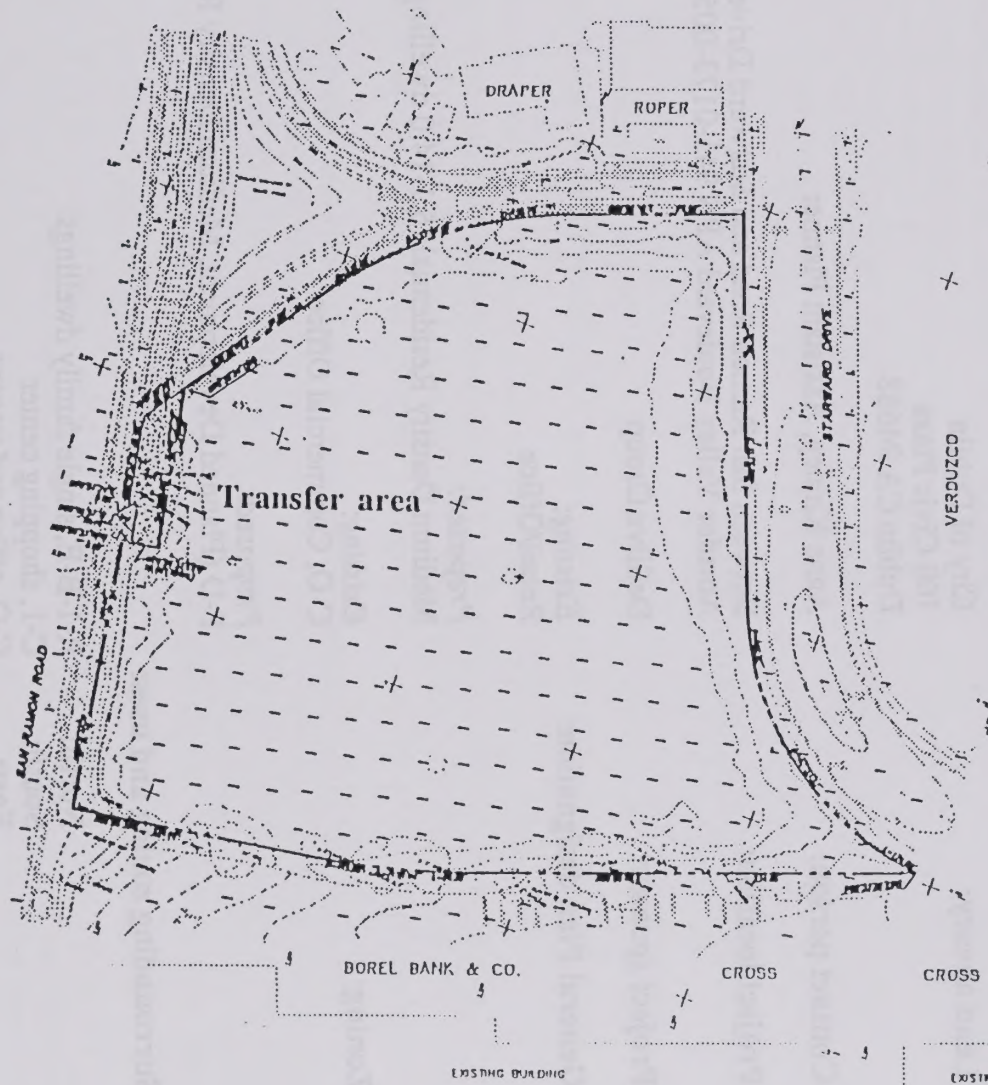


Exhibit 8
Proposed Transfer Area
Starward Drive Project

64 of 100

1. Project description: A General Plan Amendment changing the Land Use Map designation from "Retail/Office" to "Medium Density Residential"; an amendment deleting the project site from the Downtown Dublin Specific Plan; rezoning the project site from "Commercial Office" to "Planned Development (Medium Density Residential)"; a Planned Development to create specific development standards for the project; consideration of Site Development Review for 31 single family residences; consideration of a Vesting Tentative Tract Map to create 31 numbered lots and six lettered lots; and transfer of real property between the City of Dublin and the project developer.
2. Lead agency: City of Dublin
100 Civic Plaza
Dublin CA 94568
3. Contact person: Anne Kinney, Assistant Planner
4. Project location: Between San Ramon Road and Starward Drive, north of Amador Valley Boulevard APN 941-0173-005-02
5. Project sponsor: DeSilva Group
6. General Plan designation: *Existing:*
Retail/Office

Proposed:
Medium Density Residential (6.1-14.0 dwellings per acre)
7. Zoning: *Existing:*
C-O, Commercial Office

Proposed:
P-D (Planned Development, Medium Density Residential)
8. Surrounding zoning and uses:
- | | |
|--------|--|
| North: | R-1-B-E, single family dwellings |
| South: | C-1, shopping center |
| East: | C-O, office and vacant |
| West: | Planned Development, multiple family complex |

9. Other public agency required approvals:

The following additional approvals are required:

- Building and grading permits (City of Dublin)

- Encroachment permits (City of Dublin)
- Permits for storm drain outfall to flood control channel (Zone 7)
- Utility connections and permits (Dublin San Ramon Services District)

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "potentially significant impact" as indicated by the checklist on the following pages.

x	Land Use/Planning	x	Transportation/ Circulation	x	Public Services
x	Population/Housing	-	Biological Resources	x	Utilities/Service Systems
X	Geotechnical	-	Energy/Mineral Resources	x	Aesthetics
x	Water	-	Hazards	x	Cultural Resources
x	Air Quality	X	Noise	x	Recreation
		-	Mandatory Findings of Significance		

Determination (to be completed by Lead Agency):

On the basis of this initial evaluation:

 I find that the proposed project could not have a significant effect on the environment and a **Negative Declaration** will be prepared.

X I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A **Negative Declaration** will be prepared.

 I find that although the proposed project may have a significant effect on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on the attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An **Environmental Impact Report** is required, but must only analyze the effects that remain to be addressed.

 I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed on the proposed project.

Signature: Anne Kinney Date: 6/27/98

Printed Name: ANNE KINNEY For:

Evaluation of Environmental Impacts

- 1) A brief explanation is required for all answers except "no impact" answers that are adequately supported by the information sources a lead agency cites in the parenthesis following each question. A "no impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "no impact" answer should be explained where it is based on project-specific factors as well as general factors (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "potentially significant impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" implies elsewhere the incorporation of mitigation measures has reduced an effect from "potentially significant effect" to a "less than significant impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c) (3) (D). Earlier analyses are discussed in Section 17 at the end of the checklist.
- 6) Lead agencies are encouraged to incorporate the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). References to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the document is substantiated. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.
- 7) This is only a suggested form and lead agencies are free to use different forms.

Environmental Impacts (Note: Source of determination listed in parenthesis. See listing of sources used to determine each potential impact at the end of the checklist)

Note: A full discussion of each item is found following the checklist.

I. Land Use and Planning. *Will the project*

- a) Conflict with general plan designation or zoning? (Source: 1)
- b) Conflict with applicable environmental plans or policies adopted with jurisdiction over the project? (Source: 1)
- c) Be incompatible with existing land use in the vicinity? (Source: 1, 7)
- d) Affect agricultural resources or operations (soils or farmlands or impacts from incompatible uses)? (Source: 7)
- e) Disrupt the physical arrangement of an established community (including low income or a minority community)? (Source: 7)

II. Population and Housing. *Would the project:*

- a) Cumulatively exceed official regional or local population projections? (Source: 1, 5)
- b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)? (Source: 1, 7)
- c) Displace existing housing, especially affordable housing? (Source: 7)

III. Soils and Geology. *Would the proposal result in or expose people to potential impacts involving:*

- a) Fault rupture? (Source: 2)
- b) Seismic ground shaking? (Source: 2)
- c) Seismic ground failure? (Source: 2)
- d) Seiche, tsunami, including liquefaction? (Source: 2)
- e) Landslides or mudflows? (Source: 2)
- f) Erosion, changes in topography or unstable soil conditions from excavation, grading or fill? (Source: 7)
- g) Subsidence of land? (Source: 2)
- h) Expansive soils? (Source: 2)

Potentially Significant	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
	X		
			X
		X	
			X
			X
		X	
			X
			X
		X	
	X		
		X	
		X	
			X
	X		
		X	
		X	

- i) Unique geologic or physical features?
(Source:2, 7)
- IV. Water. Would the proposal result in:**
- a) Changes in absorption rates, drainage patterns, or the rate and amount of surface run-off? (Source: 7)
 - b) Exposure of people or property to water related hazards such as flooding? (Source: FEMA map))
 - c) Discharge into surface waters or other alteration of surface water quality (e.g. temperature, dissolved oxygen or turbidity)? (Source: 6, 7)
 - d) Changes in the amount of surface water in any water body? (Source: 6, 7)
 - e) Changes in currents or the course or direction of water movements? (Source: 7)
 - f) Changes in the quantity of ground waters, either through direct additions or withdrawals, or through substantial loss of groundwater recharge capability? (Source: 7)
 - g) Altered direction of rate of flow of groundwater? (Source: 6)
 - h) Impacts to groundwater quality? (Source: 6)
 - i) Substantial reduction on the amount of groundwater otherwise available for public water supplies? (Source: 6)
- V. Air Quality. Would the proposal:**
- a) Violate any air quality standard or contribute to an existing or projected air quality violation? (Source: 1)
 - b) Expose sensitive receptors to pollutants? (Source:8)
 - c) Alter air movement, moisture, temperature, or cause any change in climate? (Source: 7)
 - d) Create objectionable odors? (Source: 7)
- VI. Transportation/Circulation. Would the proposal result in?**
- a) Increased vehicle trips or traffic congestion? (Source: 3)

Potentially Significant	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
			X
		X	
		X	
	X		
		X	
			X
			X
			X
		X	
	X		
		X	
		X	
			X
	X		

- b) Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)? (Source: 5)
- c) Inadequate emergency access or access to nearby uses? (Source: 5)
- d) Insufficient parking capacity onsite or offsite? (Source: 7)
- e) Hazards or barriers for pedestrians or bicyclists? (Source: 5, 7)
- f) Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)? (Source: 1)
- g) Rail, waterborne or air traffic impacts? (Source: 7)
- VII. Biological Resources. *Would the proposal result in impacts to:***
- a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals and birds)? (Source: 7)
- b) Locally designated species (e.g. heritage trees)? (Source: 7)
- c) Locally designated natural communities (e.g. oak forest, coastal habitat)? (Source: 7)
- d) Wetland habitat (e.g. marsh, riparian and vernal pool)? (Source: 7)
- e) Wildlife dispersal or migration corridors? (Source: 7)
- VII. Energy and Mineral Resources. *Would the proposal:***
- a) Conflict with adopted energy conservation plans? (Source: 1, 6)
- b) Use nonrenewable resources in a wasteful and inefficient manner? (Source: 8)
- c) Result in the loss of availability of a known mineral resource that would be of future value to the region and residents of the State? (Source: 8)

Potentially Significant	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
	X		
		X	
		X	
		X	
		X	
			X
			X
	X		
			X
		X	
			X
			X
			X
			X

IX. Hazards. Would the proposal involve:

- a) A risk of accidental explosion or release of hazardous substances including but not limited to oil, pesticides, chemicals, or radiation? (Source: 4)
- b) Possible interference with an emergency response plan or emergency evacuation plan? (Source: 5)
- c) The creation of any health hazard or potential health hazards? (Source: 5,7)

- d) Exposure of people to existing sources of potential health hazards? (Source: 4)
- e) Increased fire hazard in areas with flammable brush, grass or trees? (Source: 5)

X. Noise. Would the proposal result in:

- a) Increases in existing noise levels? (Source: 7)
- b) Exposure of people to severe noise levels? (Source: 1, 7)

XI. Public Services. Would the proposal result in a need for new or altered governmental services in any of the following areas?

- a) Fire protection? (Source: 5)
- b) Police protection? (Source: 5)
- c) Schools? (Source: 5)
- d) Maintenance of public facilities, including roads? (Source: 8)
- e) Other governmental services? (Source: 8)

XII. Utilities and Service Systems. Would the proposal result in a need for new systems or supplies, or substantial alterations in the following utilities?

- a) Power or natural gas? (Source: 6)
- b) Communication systems? (Source: 6)
- c) Local or regional water treatment or distribution systems? (Source: 6)
- d) Sewer or septic systems? (Source: 6)
- e) Storm water drainage? (Source: 6,7)
- f) Solid waste disposal? (Source: 6)
- g) Local or regional water supplies? (Source: 6)

XIII. Aesthetics. Would the proposal:

- a) Affect a scenic vista or view? (Source: 7)

Potentially Significant	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
		X	
		X	
			X
			X
	X		
	X		
	X		
	X		
	X		
	X		
		X	
		X	
		X	
		X	
		X	
		X	
		X	
		X	
			X

- b) Have a demonstrable negative aesthetic effect? (Source: 7)
- c) Create light or glare? (Source: 7)
- XIV. Cultural Resources. *Would the proposal:***
 - a) Disturb paleontological resources? (Source: 8)
 - b) Disturb archeological resources? (Source: 8)
 - c) Have the potential to cause a physical change which would affect unique ethnic cultural values? (Source: 8)
 - d) Restrict existing religious or sacred uses within potential impact area? (Source: 8)
- XV. Recreation. *Would the proposal:***
 - a) Increase the demand for neighborhood or regional parks or other recreational facilities? (Source: 6)
 - b) Affect existing recreational opportunities? Source: 6)
- XVI. Mandatory Findings of Significance.**
 - a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
 - b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?

Potentially Significant	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
	X		
		X	
	X		
	X		
			X
			X
	X		
			X
			X
			X

c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects).

d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
		X	
		X	

Sources used to determine potential environmental impacts

1. Dublin General Plan or Zoning Ordinance
2. Preliminary geotechnical analyses prepared by Berlogar Geotechnical Consultants (1998)
3. Downtown Traffic Fee Analysis prepared by TJKM Associates (1996)
4. Level I Hazards Analysis, ACC Consultants (1997)
5. Communication with appropriate City of Dublin Department(s)
6. Communication with appropriate service provider or public agency with jurisdiction
7. Site visit
8. Other source

Attachment to Starward Drive Initial Study
PA 98-013

Discussion of Checklist

Legend

- PS: Potentially Significant
PS/M: Potentially Significant Unless Mitigated
LS: Less Than Significant Impact
NI: No Impact

I. Land Use and Planning

Environmental Setting

Existing Land Use

The project site consists of 2.4 acres of vacant land in the central portion of Dublin. The site is presently vacant and was previously occupied by a single family residence.

Surrounding land uses include a County Flood Control District open channel and single family homes to the north, San Ramon Road and multi-family residences to the west, a shopping center (Shamrock Village) to the south and a single story office and vacant land to the east.

As part of the project, the developer would construct a solid masonry wall along the north, west and southerly property lines. Although the primary purpose of the wall would be for noise attenuation, construction of the wall would also provide a land use buffer between the proposed project and surrounding uses.

Regulatory Framework

Land use and development of property is governed by the Dublin General Plan, adopted in 1985 and amended since the original adoption date. The General Plan land use classification for the project site is "Retail/Office", which is intended to promote commercial shopping centers, service stations, business and professional offices and similar uses. The Retail/Office land use designation typically does not permit residential uses except in portions of the Downtown area. Surrounding General Plan land use classifications include "Low Density Single Family Residential" to the north, "Retail/Office" to the east and south and "Medium Density Residential" to the west.

One of the primary methods of implementing the General Plan is through the City's Zoning Ordinance, which regulates land use, building height and setbacks, parking and other development standards in conformity with the General Plan. The Dublin Zoning Map designates the project site as "C-O (Commercial Office)," consistent with the General Plan designation. The C-O district allows a range of retail commercial and office land uses, including but not limited to banks and financial services, blueprint shops and similar uses. Surrounding zoning designations include "R-1-B-E-Low Density Residential, Combining District" to the north of the project site; "Planned Development (Multi-family)" west of the site and "C-1, Retail Business District" south of the site and "Commercial Office" to the west.

The project site is also included within the Downtown Dublin Specific Plan, which was adopted in 1987 for the purposes of enhancing the appearance and economical vitality of the downtown portion of the Dublin.

As part of the proposed project, the applicant has requested a General Plan Amendment and rezoning to allow the type and density of residential uses proposed for the project. The applicant has also requested an amendment to the Downtown Specific Plan to exclude the project site from the boundary of the Specific Plan area. Details regarding the requested General Plan Amendment, rezoning and Specific Plan Amendment are contained in the Project Description of this Initial Study.

Project Impacts

a) *Conflict with general plan designation and zoning?* PS/M. The proposed project would not be consistent with the Dublin General Plan, Zoning Ordinance or Downtown Specific Plan as presently adopted. Although applications have been filed to amend the General Plan, amend the Downtown Specific Plan and rezone the site, such actions may only be approved by the Dublin City Council with recommendations on these actions made by the Planning Commission. Proposed density of the project would be 12.9 dwelling units per acre, which would be consistent with the Medium Density Residential General Plan land use category, which permits residential units up to 14.0 dwellings per acre. Similarly, the proposed project is not consistent with the Commercial Office zoning on the site nor with the intent of the Downtown Specific Plan to construct office and/or retail commercial uses on the site. There is therefore a potentially significant impact with respect to consistency with the General Plan, Downtown Specific Plan and Zoning Map and the following mitigation is recommended to ensure consistency with the City's General Plan, Downtown Specific Plan and zoning ordinance which would reduce this impact to a level of less than significance.

Mitigation Measure 1: Prior to or concurrently with the approval of the proposed Vesting Tentative Tract Map for the project, the City of Dublin shall have amended the General Plan to a Medium Density Residential designation, rezoned the project site to a Planned Development District and amended the Downtown Specific Plan to exclude the site from the Specific Plan area.

b) *Conflict with applicable environmental plans or policies?* NI. This Initial Study represents full California Environmental Quality Act compliance with regard to the project. The City of Dublin has adopted no other city-wide or specific environmental plans or policies which would affect this application.

c) *Incompatibilities with existing land use in the vicinity?* LS. The proposed residential subdivision would be consistent with existing development patterns in the area by extending the existing single family development pattern south to encompass the project site. Existing residences north of the project site would be separated from residences on the proposed project by a distance of approximately 115 feet. In addition, the project developer proposed a solid barrier wall along the northerly property line to provide an additional buffer between the two properties. Although potential land use incompatibilities could be created between the proposed single family development and existing commercial development to the south, the proposed construction of a solid masonry wall along the southerly property line of the project would reduce land use impacts to a level of less than significance. No land use compatibility impacts

are anticipated regarding the existing office building to the east, since the majority of dwellings within the proposed project would have side yards fronting onto Starward Drive. Since the developer has proposed construction of property line barrier walls as part of the project, no additional mitigation measures are proposed. If approved, the project would have the effect of increasing the resident population near the downtown area, which would assist in furthering objectives of the Downtown Plan.

d) *Effect on agricultural operations or soils?* NI. The site has been vacant for a number of years and has been slated for commercial or office development. There is no recent history of agricultural production. No agricultural operations exist on surrounding properties. Therefore, no impacts are foreseen and no mitigation measures are required.

e) *Disruption of physical arrangement of an established community?* NI. The project site is located adjacent to a major shopping center complex to the south, a high speed arterial roadway (San Ramon Road) to the west and a major flood control facility to the north. It would therefore not disrupt any existing established community and no impacts are anticipated.

II. Population and Housing

Environmental Setting

The city population as of January 1, 1996 was estimated by the State Department of Finance to be 26,267. Significant population growth is anticipated for the community based on planned residential growth in east Dublin, where the City has approved a specific plan calling for residential growth.

According to the Association of Bay Area Governments (ABAG), the total population of Dublin is expected to increase to 35,200 by the year 2000, to 49,400 by the year 2005 and 58,900 in the year 2010.

Project Impacts

a) *Cumulatively exceed official regional or local population projections?* LS. The project site is relatively small in size, approximately 2.4 acres, and would not have an appreciable affect on the city-wide population base. Based on a person per dwelling unit factor of 3.2 (taken from the adopted Land Use Element), up to 99 new residents could be located on the site at project build out.

The number of new residents generated by the proposed project would fall within the parameters of anticipated population growth as outlined in the Environmental Setting section, above.

b) *Induce substantial growth in an area, either directly or indirectly?* NI. The project site is considered as an "infill" site and is surrounded by existing single and multi-family development and commercial development to the south. The site has been slated for office or commercial development for many years and will therefore not be considered a growth inducing project. No mitigation measures are required.

c) *Displacement of existing housing, especially affordable housing?* NI. The project site is presently vacant and no housing units would be displaced. Therefore, no impacts would occur and no mitigation measures would be required.

III. Soils and Geology

Environmental Setting

[Note: the following information is based on a Geotechnical and Fault Investigation for the site prepared by Berlogar Geotechnical Consultants, July, 1997.)

Overall geology

The project site is situated within the central part of the Coast Ranges geomorphic provinces, which is characterized by a series of parallel, northwesterly trending folded and faulted mountain chains. In this part of the province, the relatively flat Amador Valley is underlain by alluvial deposits. Folding and faulting of the hills within the region is attributed to the result of prehistoric tectonic forces causing major uplifts.

Faulting

The Coast Range geomorphic province is seismically dominated by the presence of the active San Andreas Fault system. The San Andreas Fault system is the general boundary between the northward moving Pacific tectonic plate and the southward moving tectonic plate. Within this portion of the Bay area, nearby known active faults include the San Andreas, Hayward and Calaveras faults. In the immediate vicinity of the project site, the Calaveras fault is located approximately 100 to 150 feet west of the project site. The Hayward and San Andreas faults lie approximately 8 and 26 miles, respectively, southwest of the site.

The western portion of the site is located within a State of California designated seismic "Special Studies Zone" for the Calaveras fault. Recent trenching on the site completed by the applicant's geotechnical consultant revealed that no traces of possible faulting adjacent to the trench.

Soils

Fill material has been previously deposited on the site. An analysis of the fill material indicates that the material is poorly to well compacted with significant amounts of wood, concrete and construction debris contained in the fill. Native soils material include alluvium interbedded with sand, gravel, silt and clay layers. Dark brown clay layers were encountered by the geotechnical consultant at levels of 4 and 10 feet below surface levels. Moderately expansive soils were identified on portions of the site.

Liquefaction potential

Liquefaction is the temporary transformation of a saturated, cohesionless soil into a viscous liquid during strong ground shaking during a major earthquake. Sandy and silty soils encountered at the site were found to be either dense and stiff or clayey enough to preclude liquefaction. The geotechnical report rates the risk of liquefaction on the site as low.

Project Impacts

- a) *Is the site subject to fault rupture?* LS. Although portions of the site are located within a Special Studies zone for seismic hazard, no evidence of active faulting has been found on the site by the applicant's geotechnical engineer. The geotechnical report concludes that the risk of ground rupture from active fault appears low. Dwellings proposed for the site would be required to comply with seismic requirements established by the Uniform Building Code. Therefore, based on the geotechnical report, significant impacts are not anticipated and no mitigations are required.
- b) *Is the site subject to ground shaking?* PS/M. As is true of the majority of structures in the Bay area, dwellings constructed on the project site would be subject to moderate to severe ground shaking during earthquakes. According to the geotechnical report, the structural integrity of the proposed buildings would be a primary factor in determining possible seismic damage due to groundshaking. Groundshaking is a hazard which cannot be eliminated, but can be mitigated to a level of less than significance based on adherence to the following mitigation measure:
- Mitigation Measure 2:** All dwellings constructed on the project site shall conform with Uniform Building Code Standards for Seismic Zone 4.
- c) *Is the site subject to seismic ground failure?* LS. Based on the geotechnical reports prepared for the project, the risk of ground failure is anticipated to be low. Enforcement of provisions of the Uniform Building Code and recommendations contained in the geotechnical report prepared for the project will serve to reduce potential impacts of seismic ground failure to a less than significant level. No mitigation measures are required.
- d) *Is the site subject to seiche, tsunami hazards, including liquefaction?* LS. The geotechnical report prepared for the project concludes that the risk of liquefaction on the site is low. Since the site is not located adjacent to major bodies of water, there is also very low risk from seiche or tsunami events and no mitigation measures are required.
- e) *Is the site subject to landslides or mudflows?* NI. The site is relatively flat although moderate slopes exist along portions of the westerly boundary of the site. Proposed grading for the project would be constructed in conformance with engineering specifications and recommendations contained in the geotechnical report for the project as well as Uniform Building Code requirements. Therefore, any potential impacts from landslides would be considered less than significant, and no mitigation measures are required.
- f) *Is the site subject to erosion, changes in topography or unstable soil conditions?* PS/M. The site, as it presently exists, is reasonably flat with a gradual slopes on the westerly side of the property. A regional open drainage facility exists immediately to north of the site. The applicant has indicated that the site will be graded in order to provide for future building pads, roads, parking areas and similar features. Estimated grading quantities would include moving approximately 4,000 cubic yards of material on the site. Without appropriate mitigation, erosion could result into the adjacent flood control channel, onto Starward Drive and onto the commercial property to the south.

The following mitigation measure is proposed to limit impacts related to water-borne erosion.

Mitigation Measure 3 The project developer shall prepare and the City shall approve an erosion and sedimentation control plan for implementation throughout project construction. The plan should be prepared in accordance with City of Dublin and RWQCB design standards. The plan, at a minimum, should include the following:

- All disturbed areas should be immediately revegetated or otherwise protected from both wind and water erosion upon completion of grading activities;
- Stormwater runoff should be collected into stable drainage channels from small drainage basins to prevent the build up of large, potentially erosive stormwater flows;
- Specific measures to control erosion from stockpiled earth material;
- Runoff should be directed away from all areas disturbed by construction;
- Sediment ponds or siltation basins should be used to trap eroded soils prior to discharge into off-site drainage culverts or channels.;
- Major site development work involving excavation and earth moving for construction shall be done during the dry season, except as may be approved by the City Engineer

Adherence to Mitigation Measure 3 will reduce potential erosion impacts to an insignificant level.

g) *Subsidence of land?* LS. Minimal subsidence will occur, according to the preliminary geotechnical report prepared for the proposed project. No impacts are anticipated and no mitigation measures are required.

h) *Expansive soils?* LS. Surficial soils on the adjacent site have been identified as having a moderate expansive potential. These soils generally tend to shrink, crack and become hard when dry, and expand and become softer when wet. Expansive soils have the potential to damage building foundations and other improvements if specific construction techniques are not followed. The geotechnical report for the project recommends appropriate construction techniques to ensure that any negative effects of expansive soils can be reduced to a level of insignificance. No mitigation measures are therefore required.

i) *Unique geologic or physical features?* NI. None have been identified on the site, based on a field visit and no mitigation measures are required. Unique geologic features include significant rock formations, hills and similar features.

IV. Water

Environmental Setting

No surface water exists on the site. The nearest surface water source is an unnamed open flood control channel which forms the northerly and westerly boundary of the site. This facility has been constructed by the Alameda County Flood Control and Water Conservation District Zone 7 as a regional drainage facility and continues to be maintained by the District.

According to a representative of Zone 7, the project site, as well as the remainder of the Tri-Valley area, is underlain by an extensive underground aquifer. The aquifer ranges in depth between 15 and 500 feet but is no longer used as the primary source of domestic water in the area. Zone 7 is presently finalizing plans to store treated wastewater within the aquifer during winter months, which will be pumped out and used for landscape irrigation during dry, summer months.

The Flood Insurance Rate Map (FIRM) prepared for this portion of Dublin indicates that the site is subject to flooding during 500 year flooding events.

Water is supplied to the community by the Dublin San Ramon Services District (DSRSD), headquartered in Dublin. DSRSD maintains a variety of facilities to distribute water throughout the District's service area. Facilities include reservoirs, water turnouts, pumping stations and pipelines to deliver water to customers. The District obtains water from an agreement with Zone 7 of the Alameda County Flood Control and Water Conservation District (Zone 7). Zone 7 is a multi-purpose agency that oversees water issues in the Tri-Valley area, including supplying treated water to four retail water agencies, providing flood control protection and managing underground water resources in the area. Zone 7 presently obtains water from three sources: State Water Project, local surface water and local groundwater.

Project Impacts

a) *Changes to absorption rates?* LS. The site is currently vacant and water percolates into the groundwater table. Development of the proposed project will add impermeable and impervious surfaces on the site in the form of residences, garages, driveways, walkways and similar hard surfaces. This will result in higher quantities of storm water runoff which must be accommodated by the local drainage system. Preliminarily, storm water will likely be directed off-site, into an existing public storm drain system within Starward Drive. Ultimately, storm water from the project would be discharged into the unnamed Zone 7 facility north of the project site.

Prior to approval of a final subdivision map or issuance of building permits, the project applicant will be required, by City regulation, to submit and have approved a drainage and hydrology study which will include detailed calculations regarding the amount of storm water anticipated to be generated and the ultimate disposition of the water. The project developer would also be required to obtain necessary permits from Zone 7 to allow for additional discharge into the Zone 7 facility. With adherence to standard City procedures, no significant impacts are anticipated with regard to absorption rates or increased storm water runoff and no mitigation measures are required.

b) *Exposure of people or property to flood hazard?* LS. The project site lies outside of the 100 year flood plain as identified on the applicable Flood Insurance Rate Map published by the Federal Emergency Management Agency, Community Panel No. 060705 0001A. This is not considered a significant impact and no mitigation measures are needed.

c) *Discharge into surface waters or changes to surface water quality?* PS/M. The preliminary grading concept for the project involves collecting on-site storm water run-off and transporting it to the west for ultimate outfall into the unnamed Zone 7 flood control channel via a new outfall pipe. According to representatives from Zone 7, the Creek has been designed and constructed to accommodate storm water flows which would be generated on the site under developed conditions. Zone 7 will impose a number of standard conditions on the project builder to ensure Zone 7 access to the channel for maintenance purposes and to ensure that the outfall pipe is located and built to Zone 7 standards. The project developer will be required to obtain permits from Zone 7 prior to any construction within the channel.

It is likely that initial storm water flows after a lengthy dry season (also known as "first flush" flows) may add pollutants into the adjacent flood control channel, including but not limited to grease, oil, fertilizers and other organic and inorganic material. Typically, subsequent flows generally contain fewer amounts of pollutant material.

The City of Dublin is a co-permittee of the Alameda County Clean Water Program, which is a coordinated effort by local governments in the County to improve water quality in San Francisco Bay. In 1994, the San Francisco Bay Regional Water Quality Control Board issued a set of recommendations for New and Redevelopment Controls for Storm Water Programs. These recommendations include policies that define watershed protection goals, minimum non-point source pollution controls for site planning and post construction activities. Watershed protection goals are based on policies identified in the San Francisco Bay Basin Water Control Plan, which relied on Best Management Practices (BMPs) to limit pollutant contact with stormwater runoff at its source and remove such pollutants prior to being transported into receiving waters. The following mitigation measure is therefore recommended to reduce surface water quality pollution to a level of insignificance.

Mitigation Measure 4: The project developer shall prepare a Stormwater Pollution Prevention Plan for approval by the Dublin Public Works and Planning Departments. The Plan shall include specific BMP measures to reduce water quality impacts from construction activities as well as from long term operational aspects of the proposed subdivision.

d) *Changes in amount of surface water?* LS. Additional surface water will be added to the local and regional flood control facility, however, with the imposition of Mitigation Measure 4 to maintain water quality, this is not anticipated to be a significant impact. Representatives from Zone 7 have indicated that the flood control system has been sized to accommodate storm water run-off from this project. Therefore, less than significant impacts are anticipated to the amount of surface water and no mitigation measures are needed.

e) *Changes in currents or direction of water movement?* NI. No significant changes to the direction of surface water flow is anticipated and no mitigations are required.

f) *Changes in quantity of groundwaters?* NI. The project does not involve significant underground construction and would therefore not affect groundwater resources. No mitigation measures would therefore be required.

g) *Altered direction of groundwater?* NI. The project would have no impact to groundwater resources and no mitigation measures are needed.

h) *Impacts to groundwater quality?* LS. The scope of the project does not include major underground construction so that groundwater resources will not be significantly affected and no mitigation measures are needed.

i) *Substantial reduction of groundwater resources?* LS. Future project residents will rely on water supplied by the Dublin San Ramon Services District (DSRSD). According to representatives of the District, the District anticipates adequate supplies to be able to provide a long term water supply to the proposed project.

V. Air Quality

Environmental Setting

The project site is located within the Tri-Valley area, a sheltered, inland area surrounded by hills to the west, south and east. Most of the air flow into the southern portions of the Valley is accomplished through only two gaps in the hills: the Hayward and Niles canyons. Local wind data show the frequent occurrence of low wind speed and calm conditions (the latter approximately 23 percent of the time). These local limitations on the capacity for horizontal dispersion of air pollutants combined with the regional characteristic of restricted vertical dispersion give the area a high potential for regional air quality problems.

Project Impacts

a) *Violation of air quality standard?* PS/M. Potential air quality impacts can be divided into short-term, construction related impacts and long-term operational impacts associated with the project.

In terms of construction-related impacts, it is anticipated that the project would generate temporary increases in dust and particulate matter caused by site excavation and grading activities. Construction vehicle equipment on unpaved surfaces also generates dust as would wind blowing over exposed earth surfaces. Generalized estimates of construction air emissions include approximately 1.2 tons of dust per acre per month of construction activity. About 45 percent of construction-related dust is composed of large particles which settle rapidly on nearby surfaces and are easily filtered by human breathing patterns. The remainder of dust consists of small particles (also known as PM10) and could constitute a more severe air quality impact, unless mitigated.

The following mitigation measure is therefore recommended to reduce potential short-term, construction related impacts.

Mitigation Measure 5: The following measures shall be incorporated into construction specifications and shall be followed by the project grading contractor:

- All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering shall occur at least twice per day with complete coverage, preferably in the late morning and at the completion of work for the day;
- All clearing, grading, earthmoving and excavation shall cease during periods of high winds greater than 20 mph over one hour;
- All material transported off-site shall either be sufficiently watered or securely fastened to prevent escape of dust and debris;
- All inactive portions of the construction site shall be planted and watered, if construction is accomplished in more than one phase;
- On-site vehicle speed shall be limited to 15 mph;
- During rough grading and construction, Starward Drive shall be swept at least once per day, or as required by the City of Dublin, to remove silt and construction debris;
- Unnecessary idling of construction equipment shall be avoided;
- Equipment engines shall be maintained in proper working condition per manufacturers' specification.

Construction of the proposed project will add additional vehicular traffic to this portion of Dublin. These additional vehicles will generate quantities of carbon monoxide, reactive organic gasses, nitrous oxide, sulfur dioxide and particulate matter (PM10). However, the location of the proposed project near major transportation corridors (San Ramon Road and Amador Valley Boulevard), the relatively high density of the project (approximately 14 units per acre) and the fact that the proposed project is considered an "infill" type residential project results in conformity with the Bay Area Air Quality Management District's Clean Air Plan.

b) *Expose sensitive receptors to pollutants?* LS. The project, if approved and constructed, would add an anticipated 99 future residents to the project site. Since the site is located along San Ramon Road, a major regional arterial highway, additional sensitive receptors, future residents, would be exposed to somewhat higher concentrations of vehicle related pollutants. Given the prevailing wind pattern, the amount of pollutant exposure is not anticipated to be significant and no mitigation measures are required.

c) *Alter air movement, moisture, temperature or climate?* LS. The project is anticipated to consist of two story residences, which will not significantly interfere with prevailing wind patterns or climatic conditions. The final height of buildings within the project will be determined through the Site Development Plan process. No mitigation measures are required.

d) *Create objectionable odors?* NI. As a proposed residential project, no objectionable odors are to be created and no mitigation measures are required.

VI. Transportation/Circulation

Environmental Setting

Major regional access to the site is provided by Interstate 580, an east-west freeway, and Interstate 680, a north-south freeway. Primary access to the site on a city-wide level is provided by Amador Valley Boulevard, an arterial roadway south of the site and San Ramon Road, a major arterial roadway immediately west of the project site. Local access to the site is gained via Starward Drive which forms the easterly site boundary.

Table 1, below, summarizes existing traffic conditions at key intersections near the proposed project site. This information is based on information presented in the Downtown Dublin Traffic Fee analysis, completed by TJKM Associates in 1996.

Existing conditions are expressed in terms of volume-to-capacity on adjacent roadways using the Level of Service (LOS) concept. LOS ratings are qualitative descriptions of intersection operations reported using an A through F ranking system to describe travel delay and congestion. LOS A indicates free flow of traffic through intersections and LOS F indicates jammed conditions with excessive delay and long back-ups. The City of Dublin uses LOS D (volume-to-capacity ratio of 0.90) as the minimum acceptable level of service in the community. Mitigation measures must be imposed if the addition of project traffic causes intersections operations to drop to an LOS E or F.

Table 1.
Existing Peak Hour Intersection Levels of Service (without project)

Intersection	Control		Existing	
			*	LOS
San Ramon Rd./Amador Valley Blvd.	signal	A.M.	0.55	A
		P.M.	0.68	B
Regional St./Amador Valley Blvd.	signal	A.M.	0.35	A
		P.M.	0.65	B
Amador Plaza Rd./Amador Valley Blvd.	signal	A.M.	0.35	A
		P.M.	0.54	A

Notes

* denotes volume-to-capacity ratio for signalized intersection and average delay in seconds per vehicle at unsignalized (stop-controlled) intersection. For stop sign controlled intersections.

Table 1 indicates that all three of the major intersections nearest the project site operate at satisfactory levels of service under existing conditions.

The Downtown Traffic Fee Study analyzed future traffic and transportation conditions assuming full build out of the entire downtown area. As part of the analysis, future roadway improvements have been assumed, including upgrading the I-580/I-680 freeway interchange, the extension of BART to east and west Dublin, and construction of a new high occupancy vehicle lane on I-680 between I-580 and Rudgear Road in Walnut Creek. Other assumed roadway improvements include construction of the Shaefer Road interchange and construction of a new road paralleling Dublin Boulevard between Amador Plaza Road and Golden Gate Drive.

Project Impacts

a) *Increased vehicle trips or traffic congestion?* PS/M. The proposed project would add additional vehicles to local and regional roadways as a result of project construction.

Table 2, below, summarizes future (2010) traffic conditions in the Downtown Dublin area. The analysis assumes future office development on the site. Assuming an average Floor Area Ratio of 0.30 for office development, a maximum of 31,300 square feet of office could be constructed on the site under the downtown plan. Based on standard generation rates published in the Institute of Traffic Engineers Trip Generation (Sixth Edition), an office development on the site would generate 48 morning peak hour trips and 46 evening peak hour trips. By comparison, the proposed project would generate 31 morning peak hour trips and 37 evening peak hour trips. Therefore, the following future traffic conditions analysis can be considered a conservative estimation of potential traffic impacts.

This analysis includes the effects of constructing future improvements funded by the City's Traffic Impact Fee.

Table 2: Future Traffic Conditions (2010)

Intersection	Control		Existing	
			*	LOS
San Ramon Rd./Amador Valley Blvd.	signal	A.M.	0.58	A
		P.M.	0.77	C
Regional St./Amador Valley Blvd.	signal	A.M.	0.35	A
		P.M.	0.68	B
Amador Plaza Rd./Amador Valley Blvd.	signal	A.M.	0.38	A
		P.M.	0.60	A

Notes

(1) * denotes volume-to-capacity ratio for signalized intersection and average delay in seconds per vehicle at unsignalized (stop-controlled) intersection.

Based on the above analysis, construction of the full build out of the Downtown Specific Plan would not result in significant traffic impacts at major intersections near the project site during peak morning or evening hours.

The following mitigation measure is recommended to ensure that any future cumulative impacts of the project would be mitigated and to ensure consistency with adopted City requirements:

Mitigation Measure 6: The project developer shall pay a Traffic Impact Fee (TIF) for this project prior to or concurrently with the issuance of building permits.

b) *Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?* PS/M. Although a final, precise design for the proposed project has not been submitted by the applicant, implementation of the following mitigation measure will ensure that all no public safety hazards will be created.

Mitigation Measure 7: The final design of the project shall meet all Dublin Public Works Department, Police Department and Fire Department policies and standards for internal street widths and corner radii.

c) *Inadequate emergency access or access to nearby uses?* LS. The applicant proposes two drive approaches from Starward Drive. This complies with Dublin Police Department and Alameda County Fire Department requirements of providing two access points for a residential project of this size. No impacts are therefore anticipated with regard to emergency access and no mitigation measures are required.

d) *Insufficient parking capacity onsite or offsite?* LS. The proposed project would supply parking at a ratio of 2.0 spaces per unit within an enclosed garage per unit plus a additional open parking on a number of driveways. The site plan also indicates that 15 on-site guest parking spaces would be dispersed throughout the project site. This quantity of parking meets City parking requirements so that no impacts would be created and no mitigations are required.

e) *Hazards or barriers for pedestrians or bicyclists?* LS. The proposed project would not result in barriers or hazards to pedestrians or bicyclists. A sidewalk currently exists along the west side of Starward Drive along the frontage of the site. Although internal sidewalks are not proposed, the limited volume of internal traffic is not anticipated to be heavy so that pedestrians and bicyclists may use the internal roadway for non-vehicular circulation. No significant impacts are anticipated and no mitigation measures are required.

f) *Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)?* LS. Construction of the proposed project would serve to advance regional and subregional goals and policies which promote the development of higher density residential projects near major transportation corridors. No significant impacts are anticipated and no mitigation measures are needed.

g) *Rail, waterborne or air traffic impacts?* NI. The proposed project is not sited near operating railroad facilities, near a navigable waterway or near an airport so that no impacts would result should the project be built. No mitigations are required.

VII. Biological Resources

Environmental Setting

The site is currently vacant and is generally devoid of vegetation. The one exception is a column of mature trees growing along the southerly and westerly property boundaries. Single trees are also found along the northerly property line. The only significant tree on or adjacent to the site includes a 48" walnut tree generally located on the southwest corner of the site, but located immediately off the project site.

Project Impacts

a) *Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals and birds)* NI. No such species have been observed on the site based on filed observations conducted in January, 1998. No impacts are anticipated and no mitigation measures are therefore required.

b) *Locally designated species (e.g. heritage trees).* PS/M. Development plans submitted by the applicant indicate that the majority of trees on the perimeter of the site would be removed. The 48" walnut southwest of the site would be retained. The following mitigation measure is recommended to ensure that the walnut tree is safely preserved:

Mitigation Measure 8: Prior to issuance of grading permits, the project developer shall prepare a tree preservation plan for the off-site walnut tree, including limitations on grading near the drip line of the tree, providing temporary fencing of the tree during construction and clean cutting of tree roots, if necessary. The tree preservation plan shall be approved by the City's landscape architect.

c) *Locally designated natural communities (e.g. oak forest, coastal habitat)* NI. There are no significant stands of vegetation on the site so that no impacts would result to natural biotic conditions and no mitigations are required.

d) *Wetland habitat (e.g. marsh, riparian and vernal pool)?* LS. No wetlands exist on the project site so that no impacts would result if the project were built and no mitigation measures are required.

e) *Wildlife dispersal or migration corridors?* NI. The site is substantially surrounded by existing commercial and residential development and no wildlife corridors have been observed on the site. The flood control facility north of the site could serve as a wildlife corridor area, however, the facility has been fenced to preclude access by the general public. Therefore, significant impacts are not anticipated and no mitigation measures are required.

VII. Energy and Mineral Resources

Environmental Setting

The Conservation Element of the Dublin General Plan does not reference any significant mineral resources on the project site nor were any such resources observed during a field investigation in June, 1998.

Project Impacts

a) *Conflict with adopted energy conservation plans?* NI. The proposed project will not conflict with energy goals, policies or programs established in the General Plan regarding energy or energy conservation. No mitigation measures are required.

b) *Use nonrenewable resources in a wasteful and inefficient manner?* NI. The proposed project is not anticipated to use resources in a wasteful manner. The project will be constructed in accord with the Uniform Building Code and Title 24 of the California Administrative Code, both of which require stringent energy efficient construction methods, such as insulation, thermal pane windows and installation of efficient appliances. Exterior landscaping will be governed by both AB 325 and Section 8.88 of the Dublin Zoning Ordinance, which requires "water budgets" for landscape material and methods of irrigation. Finally, the City is mandated by AB 939 to reduce the solid waste stream generated by residences, business and industrial establishments by promoting recycling and similar programs. No specific mitigation measures are required.

c) *Result in the loss of availability of a known mineral resource that would be of future value to the region and residents of the State?* NI. The preliminary geotechnical investigation for the project did not indicate that significant quantities of mineral resources are located on the site.

IX. Hazards

Environmental Setting

A Phase I Environmental Assessment was completed for the project site in May, 1997 by the firm of ACC Environmental Consultants. The purpose of the assessment was to identify historical or current sources of contamination or hazards on the site. The report concludes that no evidence of recognized environmental conditions exist on the site. Within one-half mile of the site, a number of documented releases of hazardous substances and/or petroleum products exist,

however, there is no documented evidence that constituent plumes originating from any of these sites have migrated to or under the project site.

Project Impacts

a) *A risk of accidental explosion or release of hazardous substances including but not limited to oil, pesticides, chemicals, or radiation?* LS. The proposed residential project will not contain substantial quantities of oil, pesticides, chemicals or radiation. It is likely that limited quantities of household chemicals, pesticides, herbicides and similar materials would be used and stored on the site, either in individual units or for maintenance purposes. The amounts of such materials would be typical of any residential development in the community and such quantities are not considered to be significant. No mitigation measures are required.

b) *Possible interference with an emergency response plan or emergency evacuation plan?* LS. The proposed project would not block Starward Drive, San Ramon Road or any other major evacuation routes so that no impacts would result should the project be built.

c) *The creation of any health hazard or potential health hazards?* NI. As a proposed residential development, the project will not generate a health hazard and no mitigation measures are required.

d) *Exposure of people to existing sources of potential health hazards?* NI. Based on the completed Phase One Analysis, no documented sources of health hazard exists on the site. No mitigation measures are required.

e) *Increased fire hazard in areas with flammable brush, grass or trees?* PS/M. Construction of the proposed project will add wood frame dwellings, garages and other related improvements, including new landscaping. All structures will be built in conformity with provisions of the Uniform Building Code and Uniform Fire Code to minimize fire hazard. Landscaped areas will be permanently irrigated to ensure that plant material will not be flammable, based on recommended Mitigation Measure 9, below.

Mitigation Measure 9: Permanent irrigation systems and automatic controllers shall be installed within all front yard areas and along the Starward Drive project frontage to assist in reducing the danger from grass fires.

X. Noise

Environmental Setting

Primary long term sources of noise in the vicinity of the project site include vehicular-related noise emanating from San Ramon Road and a combination of vehicular and operational noise from the existing Shamrock commercial center south of the project site. A noise barrier masonry wall has been constructed along the west side of San Ramon Road north of the project site, but this wall does not extend along the project frontage. There is currently no noise barrier between the project site and the commercial center south of the site. Although a specific noise analysis has not been performed for this project, it is estimated that existing noise levels exceed the maximum City exterior noise exposure level of 65 dBA for single family neighborhoods. The City and state maximum interior noise exposure level is 45 dBA.

Project Impacts

a) *Increases in existing noise levels?* PS/M. As a residential project, small, incremental permanent increases in noise from automobiles, mechanical and gardening equipment and similar sources can be expected. These are not anticipated to be significant. Short-term construction related noise can also be expected to be generated which could be considered significant based on specific types of equipment which may be used in the construction process. Noise impacts would be felt by residences of existing residential dwellings north of the project site.

The following mitigation measure is therefore recommended to limit the potential impacts of construction noise on adjoining properties to an acceptable level.

Mitigation Measure 10: All construction activities on the project site shall be limited to 7 a.m. to 5 p.m., Monday through Friday, unless alternative hours are approved by the Dublin Building Official for structural construction and the City Engineer for grading activities. Construction equipment, including compressors, generators, and mobile equipment, shall be fitted with heavy duty mufflers designed to reduce noise impacts.

b) *Exposure of people to severe noise levels?* PS/M. Construction of the proposed project would expose residents of dwellings on the southerly and westerly portion of the site to noise levels in excess of that established in the Dublin General Plan. The proposed development plan indicates that a solid noise barrier wall would be constructed along the north, west and south property lines, although precise locations have not been submitted. The following mitigation measure is recommended to reduce off-site noise impacts on the project to a level of less than significance.

Mitigation Measure 11: The project developer shall have a qualified acoustical consultant:

- (1) Verify and approve the precise location, heights and type of materials to be used for noise barrier walls. Noise barrier wall plans submitted to the City for building permits shall be stamped approved by the acoustical consultant.
- (2) Verify that interior noise levels for dwellings constructed on lots 1-16 comply with maximum interior noise levels established by the City of Dublin and California Administrative Code. Construction plans shall be stamped approved by the qualified acoustical consultant.

XI. Public Services.

Environmental Setting

The project site is served by the following service providers:

- Fire Protection. Fire protection is provided by the Alameda County Fire Department, under contract to the City of Dublin, which provides structural fire suppression, rescue, hazardous materials control and public education services. The closest Fire Station is located on Donohue Drive approximately one-quarter mile east of the project site.

- Police Protection. Police protection is provided by the Dublin Police Department which is headquartered in the Civic Center. The Department, which maintains a sworn staff of 31 officers, performs a range of public safety services including patrol, investigation, traffic safety and public education.
- Schools. Educational facilities are provided by the Dublin Unified School District which operates kindergarten through high school services within the community. Schools which would serve the project include Dublin High School (grades 9-12) and Wells Middle School (graded 6-8). Grades K-5 could be served by one of three elementary schools within the District.
- Maintenance. The City of Dublin provides public facility maintenance, including roads, parks, street trees and other public facilities. Dublin's Civic Center is located at 100 Civic Plaza.
- Other governmental services. Other governmental services are provided by the City of Dublin including community development and building services and related governmental services. Library service is provided by the Alameda County Library with supplemental funding by the City of Dublin.

The City of Dublin has adopted a Public Facilities Fee for all new residential development in the community for the purpose of financing new municipal public facilities needed by such development. Facilities anticipated to be funded by the proposed fee would include completion of the Civic Center Complex, construction of a new library, expansion of the existing senior center, acquisition and development of new community and neighborhood parks and similar municipal buildings and facilities. The applicant would be required to pay this fee.

Project Impacts

a) *Fire protection?* PS/M. According to representatives of the Fire Department, the proposed project lies within a quarter mile radius of a fire station located on Donohue Drive north of Amador Valley Boulevard. A typical response time of under five minutes is anticipated. As part of the site development review process, specific fire protection requirements will be imposed on the development to ensure compliance with applicable provisions of the Uniform Fire Code. This would include installation of fire hydrants and similar fire protection measures. A potentially significant impact would be the width of the proposed private street through the site, which is planned to be 24-feet. with no on-street parking allowed. Although considered adequate to accommodate normal vehicular traffic through the site, any vehicles parking on the street could block access by fire and/or police emergency vehicles and could possibly hinder emergency evacuation of the site. The following mitigation measure is recommended to reduce this potential impact to a level of insignificance:

Mitigation Measure 12: The private street through the site shall be painted and striped to preclude vehicle parking adjacent to the curb. Signing and painting shall be approved by the Alameda County Fire Department and Dublin Police Department prior to occupancy of any portion of the project. In addition, the project developer shall provide written authorization for Police and Fire officials to enforce the no parking requirement.

b) *Police protection?* PS/M. The Police Department has indicated an ability to provide safety and security services to the proposed project. Adherence to Mitigation Measure 11 will ensure that adequate emergency access would be provided through the site at all times.

c) *Schools?* PS/M. The Dublin Unified School District recently completed a Facilities Master Plan which includes estimates of student generation by residential density type. Since many local schools are or are expected to be at full capacity in the near future, the following mitigation is recommended to ensure that potential impacts can be reduced to a less than significant level.

Mitigation Measure 13: The applicant shall, prior to issuance of building permits, obtain a written agreement with the Dublin Unified School District for the project's fair share mitigation of school impacts. Any fees which are required pursuant to that agreement shall be paid prior to issuance of building permits.

d) *Maintenance of public facilities, including roads?* LS. The project represents an incremental increase in area population and vehicles. Roadways within the project will be privately owned and maintained. The applicant is required to pay a traffic impact fee to the City of Dublin which will assist in off-setting costs of public roadway maintenance. In regard to the existing slope easement adjacent to San Ramon Road, the proposed grading plan calls for a retaining wall in the general vicinity of the existing slope easement so that the slope easement would no longer be needed and can safely be abandoned.

e) *Other governmental services?* LS. The project would represent incremental increases in the demand for general governmental services. Payment of the City's Public Facility Fee would offset any impacts caused by the project.

XII. Utilities and Service Systems.

Environmental Setting

The project site is served by the following service providers:

- Electrical and natural gas power: Pacific Gas and Electric Co.
- Communications: Pacific Bell
- Water supply and sewage treatment: Dublin San Ramon Services District
- Storm drainage: City of Dublin
- Solid waste disposal: Dublin-Livermore Disposal Company

Project Impacts

a) *Power or natural gas?* LS. According to representatives from Pacific Gas and Electric Company, adequate facilities exist in the vicinity of the project to provide power and natural gas service. No impacts to electrical power or natural gas systems are anticipated and no mitigation measures are needed.

b) *Communication systems?* LS. According to representatives from Pacific Bell, communication facilities presently exist near the site which could be extended to serve future development on the site. No impacts are anticipated and no mitigation measures are required.

c) *Local or regional water treatment or distribution systems?* LS. According to representatives of DSRSD, existing underground water facilities exist in nearby streets to supply adequate quantities and pressure to meet minimum domestic and fire flows. Less than significant impacts are anticipated to local and regional water treatment facilities and no mitigation measures are required. Reference Section IV, Water, for a discussion of long term water supplies to the project.

d) *Sewer or septic systems?* LS. According to representatives of DSRSD, a sewer line has been constructed within Starward Drive which would adequately accommodate anticipated wastewater requirements of the project. Adequate capacity exists to accommodate anticipated sewer flows from the proposed project. Untreated effluent would be transported to DSRSD's Regional Treatment Plant in Pleasanton for treatment prior to being discharged into the East Bay Discharge Authority's outfall line for eventual disposal into San Francisco Bay. DSRSD officials indicate that adequate capacity exists within the regional treatment facility to accommodate this project.

e) *Storm water drainage?* LS. This topic was previously addressed in Section IV, Water.

f) *Solid waste disposal?* LS. The City of Dublin contracts with Livermore-Dublin Disposal Company to collect solid waste from households and businesses and transport it to the Altamont Landfill, located in eastern Alameda County. The Landfill currently has an anticipated capacity until the year 2005 and plans are underway to extend landfill capacity for an additional 50 years.

Livermore-Dublin Disposal Company also operates a curbside recycling service to ensure that the City's waste stream complies with state requirements for reduction of solid waste. The most current information available indicates that Dublin exceeds state requirements for reducing solid waste.

Although approval of the proposed project will incrementally increase the amount of solid waste, any such increases will be able to be accommodated with existing facilities and resources.

g) *Local or regional water supplies?* LS. DSRSD staff indicate that adequate long term water supplies are available from Zone 7 and other sources to serve the proposed project. No mitigation measures are needed.

XIII. Aesthetics.

Environmental Setting

The site is currently vacant of any permanent structures. The only feature of aesthetic significance in the immediate vicinity is the large walnut tree southwest of the site.

Project Impacts

a) *Affect a scenic vista or view?* NI. Based on a field observation of the project site, no existing views or vistas would be blocked to a significant degree and no mitigation measures are required.

b) *Have a demonstrable negative aesthetic effect?* PS/M. The proposed project would be largely self contained with adequate landscaped buffering or noise barrier walls on all sides. However, the design and appearance of the noise wall is unknown at this time. If not properly designed, the noise barrier wall could result in a significant adverse impact for motorists passing the site on San Ramon Road as well as from adjoining properties. The following mitigation measure is therefore recommended to reduce potential aesthetic impacts to a level of insignificance:

Mitigation Measure 14: Perimeter noise barrier walls shall be attractively designed of masonry block or alternative materials with the final design to be approved as part of Site Development Plan review to ensure that the barrier wall will not result in a negative aesthetic impact. The perimeter wall shall also be painted with graffiti-resistant paint.

c) *Create light or glare?* LS. The proposed residential project would add additional exterior lighting in the project vicinity, including driveway lighting, security lighting and porch lights and other light sources. However, perimeter walls would be constructed to block spill over of light onto adjacent sites so that no significant impacts would result and no mitigation measures would be required.

XIV. Cultural Resources

Environmental Setting

There is evidence that the site contains a streambed that has been filled many years ago. Generally, historic and prehistoric habitation occurred on sites adjacent to creeks, streams and other bodies of water, although no surface evidence exists that such artifacts are present on this site.

Project Impacts

a) *Disturb paleontological resources?* PS/M. Construction of the proposed project could disturb buried paleontological artifacts through grading and general site construction. This would be a potentially significant impact. Adherence to the following mitigation measure would reduce this impact to a level of less than significant:

Mitigation Measure 15: Should archeological artifacts or remains be discovered during construction of the project, work in the vicinity of the find shall stop immediately until a qualified archeologist can evaluate the site and determine the significance of the find. Project personnel shall not collect or alter cultural resources. Identified cultural resources shall be recorded on forms DPR 422 (archeological sites) and/or DPR 523 (historic resources). If human remains are found, the County Coroner shall be contacted immediately.

b) *Disturb archeological resources?* PS/M. Adherence to Mitigation Measure 14 would also reduce potential impacts to archeological resources to a level of less than significance.

c) *Have the potential to cause a physical change which would affect unique ethnic cultural values?* NI. The site is presently vacant and exhibits no unique ethnic or cultural values. No impacts are therefore anticipated and no mitigation measures are required.

d) *Restrict existing religious or sacred uses within potential impact area?* NI. Similar to above, the site does not contain unique religious or sacred uses so that no mitigation measures are needed.

XV. Recreation.

Project Impacts

a) *Increase the demand for neighborhood or regional parks or other recreational facilities?* LS. The addition of approximately 99 residents in this portion of the City will add an incremental demand for parks and recreational facilities. This would be a significant impact and the following mitigation measure is recommended to reduce potential recreational impacts to a level of less than significance:

Mitigation Measure 16: The project developer shall pay required Quimby Act park in-lieu fees to the City of Dublin prior to issuance of building permits.

b) *Affect existing recreational opportunities?* NI. The project site does not contain existing recreational facilities and no impacts are anticipated.

XVI. Mandatory Findings of Significance

a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?* No. The preceding analysis indicates that the proposed project will not have a significant adverse impact on overall environmental quality, including biological resources or cultural resources.

b) *Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?* No. The project represents an example of infill, higher density housing which will be sited near a major regional transportation corridor.

c) *Does the project have impacts that are individually limited, but cumulatively considerable?* ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects). No although incremental increases in certain areas can be expected as a result of constructing this project, including additional traffic, air emissions, and need for public services and utilities, the project site lies within an already urbanized area and sufficient capacity exists within service systems to support the additional population anticipated associated with the project.

d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? No. Although potential safety impacts exist in the vicinity of the site, adequate mitigations are proposed to reduce such potential impacts to levels of insignificance.

Initial Study Preparer

Jerry Haag, Urban Planner

Agencies and Organizations Consulted

The following agencies and organizations were contacted in the course of this Initial Study:

City of Dublin

Eddie Peabody Jr., AICP, Community Development Director
Anne Kinney, Assistant Planner
Michael Porto, Consulting Planner
Kevin Van Katwyk, Senior Engineer

Dublin-San Ramon Services District

Bruce Webb, Engineer

Alameda County Fire Department

James Ferdinand

Dublin Police Department

Sgt. Dave DiFranco
Rose Macias, Crime Prevention Officer

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Geotechnical and Fault Investigation, Toi Property, Starward Drive, Dublin CA,
Berlogar Geotechnical Consultants, July, 1997

Final Report, Downtown Traffic Impact Fee, TJKM Associates, July 1996

Phase One Environmental Site Assessment, Toi Property, Dublin CA, ACC
Environmental Consultants, May, 1997

Urban Water Management Plan, Dublin San Ramon Services District, January, 1996

Mitigation Monitoring Program

Starward Drive Mitigated Negative Declaration PA 98-013

August 1998

The following mitigation monitoring and reporting program is intended to comply with applicable sections of the California Environmental Quality Act, as amended.

Mitigation Measure	Responsible Agency/Organization	Time Frame for Completion	Verification/Date
Mitigation Measure 1: Prior to or concurrently with the approval of the proposed Vesting Tentative Tract Map for the project, the City of Dublin shall have amended the General Plan to a Medium Density Residential designation, rezoned the project site to a Planned Development District and amended the Downtown Specific Plan to exclude the site from the Specific Plan area.	Dublin Planning Department	Prior to issuance of building permits	
Mitigation Measure 2: All dwellings constructed on the project site shall conform with Uniform Building Code Standards for Seismic Zone 4.	Dublin Public Building Department	Prior to issuance of building permits	
Mitigation Measure 3: The project developer shall prepare and the City shall approve an erosion and sedimentation control plan for implementation throughout project construction. The plan should be prepared in accordance with City of Dublin and RWQCB design standards	Dublin Public Works	Prior to issuance of grading permits	
Mitigation Measure 4: The project developer shall prepare a Stormwater Pollution Prevention Plan for approval by the Dublin Public Works and Planning Departments. The Plan shall include specific BMP measures to reduce water quality impacts from construction activities as well as from long term operational aspects of the proposed subdivision.	Dublin Public Works Department	Prior to issuance of grading permits	

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Mitigation Measure 5: Specific measures shall be incorporated into construction specifications and shall be followed by the project grading contractor to minimize short term air quality impacts (refer to text of mitigation measure)	Dublin Public Works Department	Prior to issuance of grading permits	
Mitigation Measure 6: The project developer shall pay a Traffic Impact Fee (TIF) for this project prior to or concurrently with the issuance of building permits.	Dublin Public Works Department	Prior to final building permit inspection	
Mitigation Measure 7: The final design of the project shall meet all Dublin Public Works Department, Police Department and Fire Department policies and standards for internal street widths and corner radii.	Dublin Public Works and Police Department; Fire Department	Prior to final building inspection	
Mitigation Measure 8: Prior to issuance of grading permits, the project developer shall prepare a tree preservation plan for the off-site walnut tree, including limitations on grading near the drip line of the tree, providing temporary fencing of the tree during construction and clean cutting of tree roots, if necessary. The tree preservation plan shall be approved by the City's landscape architect.	Dublin Planning Department	Prior to issuance of grading permits	
Mitigation Measure 9: Permanent irrigation systems and automatic controllers shall be installed within all landscaped planter areas to assist in reducing the danger from grass fires.	Dublin Planning Department	Prior to final building inspection	
Mitigation Measure 10: All construction activities on the project site shall be limited to 7 a.m. to 5 p.m., Monday through Friday, unless alternative hours are approved by the Dublin Building Official for structural construction and the City Engineer for grading activities. Construction equipment, including compressors, generators, and mobile equipment, shall be fitted with heavy duty mufflers designed to reduce noise impacts.	Dublin Building and Public Works Departments	During all phases of site construction	

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Mitigation Measure 11: The project developer shall have a qualified acoustical consultant: (1) Verify and approve the precise location, heights and type of materials to be used for noise barrier walls. Noise barrier wall plans submitted to the City for building permits shall be stamped approved by the acoustical consultant. (2) Verify that interior noise levels for dwellings constructed on lots 1-16 comply with maximum interior noise levels established by the City of Dublin and California Administrative Code. Construction plans shall be stamped approved by the qualified acoustical consultant.	Dublin Building and Planning Departments	Prior to issuance of building permits	
Mitigation Measure 12: The private street through the site shall be painted and striped to preclude vehicle parking adjacent to the curb. Signing and painting shall be approved by the Alameda County Fire Department and Dublin Police Department prior to occupancy of any portion of the project. In addition, the project developer shall provide written authorization for Police and Fire officials to enforce the no parking requirement.	Dublin Police Services; Alameda County Fire Department	Prior to final building inspection	
Mitigation Measure 13: The applicant shall, prior to the effective date of the vesting tentative tract map, obtain a written agreement with the Dublin Unified School District for the project's fair share mitigation of school impacts. Any fees which are required pursuant to that agreement shall be paid prior to issuance of building permits.	Dublin Planning Department	Prior to effective date of vesting tentative tract map	
Mitigation Measure 14: Perimeter noise barrier walls shall be attractively designed of masonry block or alternative materials with the final design to be approved as part of Site Development Plan review to ensure that the barrier wall will not result in a negative aesthetic impact. The perimeter wall shall also be painted with graffiti-resistant paint.	Dublin Planning Department	Prior to issuance of building permit	

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Mitigation Measure 15: Should archeological artifacts or remains be discovered during construction of the project, work in the vicinity of the find shall stop immediately until a qualified archeologist can evaluate the site and determine the significance of the find. Project personnel shall not collect or alter cultural resources. Identified cultural resources shall be recorded on forms DPR 422 (archeological sites) and/or DPR 523 (historic resources). If human remains are found, the County Coroner shall be contacted immediately.	Dublin Planning and Public Works Department	During grading and site construction	
Mitigation Measure 16: The project developer shall pay required Quimby Act park in-lieu fees to the City of Dublin prior to issuance of building permits.	Dublin Public Works Department	Prior to issuance of building permits	

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